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The Hongkong Telegraph

WEATHER FORECAST
FAIR
Barometer 30.74

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August 5, 1916. Temperature 6 a.m. 82 2 p.m. 87
Humidity 87

August 5, 1916. Temperature 6 a.m. 81 2 p.m. 86
Humidity 90 77

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SATURDAY, AUGUST 5, 1916.

六拜禮 號五月八英港香 SINGLE COPY 10 CEN 8
\$35 PER ANNUM

TELEGRAMS. CONDENSED.

FIVE STEAMERS AND TWO SCHOONERS ARE REPORTED SUNK. THE FRENCH CARRIED THIAUMONT WORK BUT HAD TO EVACUATE IT. THE BRITISH HAVE CAPTURED A FEW MORE PRISONERS. TWO ITALIAN SUBMARINES FAILING TO RETURN ARE CONSIDERED LOST. ITALY HAS RENOUNCED THE ITALO-GERMAN COMMERCIAL TREATY. THE U.S. PROGRESSIVES HAVE DECIDED NOT TO ENTER A CANDIDATE. THE CAPTURE OF FLEURY ENABLES FRENCH TO CONSOLIDATE POSITIONS. THE BRITISH HAVE GAINED SOME GROUND TO THE WEST OF POZIERES. THE BELGIANS HAVE OCCUPIED AN IMPORTANT PORT IN EAST AFRICA. KING HAS CONGRATULATED GENERAL SMUTS ON CONTINUED PROGRESS. GERMANY ADMITS THAT AN ALLIED AIR SQUADRON ATTACKED NAMUR. THERE HAS BEEN STUBBORN FIGHTING ON FLEURY-THIAUMONT FRONT.

[All telegrams appearing in large type are the latest having been received during the course of the day. Those in small type have come through over-night.]

THE ALLIED OFFENSIVE.

Position of the French Line.

[Reuter's Service to The "Telegraph."]

August 4, 12.50 p.m.
Reuter's Paris correspondent states that the French line on the right bank of the Meuse now passes to the west of Thiaumont, extending for 500 metres southward at the foot of Hill 320. The capture of Fleury enables the French seriously to consolidate their defensive positions.

A British Gain.

August 4, 2.55 p.m.
General Sir Douglas Haig, in a communique, says:—As a result of minor operations to the west of Pozieres, we have gained some ground.

In other minor operations to the north of Bazentin Le Petit and to the north-west of Delville wood we captured a few prisoners. There has been considerable mutual artillery firing on various portions of the front.

Furious Fighting on French Front.

August 4, 4.10 p.m.
A Paris communique states:—Fighting continues on the Thiaumont-Fleury front, where the Germans attacked all night long most stubbornly.

The fighting at Fleury was equally violent, and, after several fruitless attempts, all preceded by intense artillery work, where lively fighting continues.

French air squadrons bombed the Railway station and munition factory at Moyon and railway stations and bivouacs on the Somme. During the fighting we even carried the Thiaumont works, but evacuated it under an enemy bombardment.

Attempts to dislodge us from the south-east of Fleury failed, while an attack on our new positions to the east of Vacher-au-Ville was repulsed with heavy losses.

There has been very heavy artillery firing in the Neux Chapelle Chenois region.

Allied Squadron Attacks Namur.

August 4, 8.55 p.m.
A German communique admits that an Allied air squadron attacked Namur and adds the usual unconvincing comment that there was small material damage.

BELGIANS CAPTURE IMPORTANT PORT.

August 4, 11.20 a.m.
Reuter's correspondent at Havre states that according to a communique, the Belgians have occupied Kigoma and Ujiji, a most important German port on Lake Tanganyika at the terminus of the railway from Dar-es-Salaam.

MORE STEAMERS SUNK.

August 4, 12.50 p.m.
The following steamers are sunk:—Britannic and Gradwell (British), John Wilson (Norwegian), and Kohina Maru (Japanese).

August 4, 3.15 p.m.
The Italian steamer Cittade Messina and two British schooners are sunk.

THE RUPTURE BETWEEN ITALY AND GERMANY.

August 4, 1.35 p.m.
Italy has renounced the Italo-German Commercial Treaty, thus marking a further advance towards a complete rupture.

U.S. PRESIDENTIAL ELECTION.

August 4, 1.35 p.m.
Reuter's correspondent at Indianapolis states that the Progressive Party has decided not to enter a candidate for the Presidency in place of Mr. Roosevelt.

TELEGRAMS. THE WAR ANNIVERSARY.

[Reuter's Service to The "Telegraph."]

August 4, 4.10 p.m.
The second anniversary of the declaration of war was commemorated by services of intercession, including one at Buckingham Palace, at which the Prime Minister presided. Their Majesties attended. There were also meetings throughout the country, the principal of which was held at Queen's Hall, where Mr. Asquith and Mr. Bonar Law spoke.

Obscure messages from French and British statesmen are published, Mr. Lloyd George saying:—"Victory is coming to the Allies with the grim tread of destiny. Germany's chance of victory is past."

AERIAL ACTIVITY ON EGYPTIAN FRONT.

August 4, 5.35 p.m.
General Murray reports that the enemy aeroplanes, on August 3, attacked the shipping on Lake Times and the town of Ismailia. Many bombs were dropped, but there was no damage. An aviator was wrecked in an aerial fight at Salmania on August 2.

THE KING CONGRATULATES GENERAL SMUTS.

August 4, 5.35 p.m.
His Majesty the King has telegraphed to General Smuts his admiration at the latter's continuous progress, despite natural difficulties and the determined enemy. General Smuts is asked to convey to all ranks His Majesty's appreciation of their skill and courage.

ITALIAN SUBMARINES LOST.

August 4, 3.15 p.m.
Reuter's correspondent at Rome states that it is officially announced that two Italian submarines left on a mission to the enemy coasts and have not returned. They must, therefore, be considered as lost.

RUSSIANS CAPTURE 600 GERMANS.

August 4, 5.35 p.m.
A Petrograd communique states:—After desperate fighting, we threw back the enemy across the Stovok river, a tributary on the left bank of the Stokhod, capturing six hundred Germans and twelve machine-guns.

[In the event of telegrams arriving too late for insertion on this page they will be found on Page 8 or on Extra.]

EARLIER TELEGRAMS.

AIDE-DE-CAMP TO HIS MAJESTY.

August 3, 12.30 p.m.
Brevet Colonel J. Hill, of the 15th Sikhs, has been gazetted Aide-de-camp to His Majesty the King.

DEUTSCHLAND OUTSIDE THREE-MILE LIMIT.

August 3, 12.30 p.m.
Reuter's correspondent at Washington reports that the Deutschland has passed outside the three mile limit.

FRENCH YELLOW BOOK.

German Barbarity Unveiled.

August 4, 5.15 p.m.
The publication of a French yellow book with full details of the ruthless deportations of 25,000 inhabitants of Lille, Roubaix and Turcoing calls the attention of the world to the exceptional barbarity of carrying these French people into practical slavery for the purpose of doing the enemy's work behind the German lines.

M. Briand, in a moving despatch, describes the heart-breaking scenes at the violent separation of families. The deportees are forced to work inhuman hours, unpaid and underfed, and liable to flogging and other odious punishments. The view recorded of the German atrocities and the fate of the women who are employed as cooks for the troops and servants for the officers is appalling. The black picture contrasts with the splendid spirit of the victims, who shouted "Vive la France" and sang the Marseillaise when leaving their homes.

THE FRYATT MURDER.

August 3, 7.30 p.m.
In the House of Commons, Mr. Asquith said that the Government was carefully considering action regarding Captain Fryatt, and endeavouring to obtain from the United States embassy a full account of the circumstances. He hoped to be able to make a definite announcement before the adjournment. The suggestion that German property in England should be sequestered till justice is done would be kept in view.

TELEGRAMS. THE ALLIED ADVANCE.

British Gain More Ground.

[Reuter's Service to The "Telegraph."]

August 4, 1.00 a.m.
General Sir Douglas Haig, in a communique, states that ground has been gained north of Bazentin-le-petit. Strong attacks on Delville wood were repulsed.

The report continues: It was a bombing attack which gained the ground at Bazentin. Four strong enemy detachments attacked Delville wood in the night. They were allowed to approach to close range before the British fired, repulsing them with heavy loss. Our heavy artillery bombarded a strong point between Pozieres and Thiepval. The garrison, fleeing across the open, was shelled by our field guns. There was considerable reciprocal artillery activity at other points on the Somme front. Two enemy aeroplanes were felled. One was apparently of a new pattern. Three British machines were brought down by gunfire.

The Capture of Fleury.

August 4, 1.15 a.m.
A Paris communique states: There was no infantry action on the Somme front. On the right of the Meuse we continued our attacks on the Thiaumont-Fleury front, and captured all the trenches between these points, and the village of Fleury, taking 650 prisoners, bringing the total of unwounded prisoners taken on the right of the Meuse to 750 since August 1. Fleury fell in a brilliant joint attack from the north-west and south-east simultaneously. The French, in an attack in the Le Chenois region, re-captured most of the ground lost on Tuesday.

French battle-planes on the Somme were most active. They felled four German machines, while two others were badly hit and dived vertically into the German lines.

INDIA AMENDMENT BILL.

August 3, 7.30 p.m.
In the House of Lords the Government of India Amendment Bill was read a third time. The Commission Bill was read a second time.

THE SILVER MARKET.

August 3, 7.30 p.m.
Messrs. S. Montagu and Co. report that the tone of the market is steady. The offerings from America have shrunk appreciably, possibly owing to purchases in New York on account of Uruguay. It is believed that other South American countries are not disposed to increase their silver coinage, as supplies are not forthcoming from China or elsewhere. Business has not been active.

MR. BONAR LAW AND THE CEYLON RIOTS.

August 3, 11.50 p.m.
In the House of Commons, speaking on the colonial estimates, Mr. Bonar Law, alluding to the Ceylon riots, said he had examined the whole affair and had concluded that Sir R. Chalmers, in a most difficult situation, had dealt with a dangerous problem with the greatest fairness, wisdom and success. He, Mr. Bonar Law, had always refused an enquiry because the riots were due to disturbance caused by the war. The House had to decide whether to trust the Government of Ceylon or not. He deprecated any action which might give the impression that the government of Ceylon was directed from England.

RUSSIANS FIGHTING DESPERATELY.

August 4, 1.30 a.m.
A Petrograd communique states: Desperate fighting is proceeding on the Stokhod. The Russians in the Caucasus, in the direction of Diarbekir, stormed with the bayonet the Turkish works between Much and Mamasakhatun, capturing 300. The attacks continue and prisoners are flowing in.

DASTARDLY SUBMARINE ATTACK.

August 4, 2.05 a.m.
Reuter's correspondent at Malta states that 28 of the survivors of the mailboat Letimbro have arrived. She carried 57 crew and 113 passengers, including women and children. The submarine was observed four miles off. She chased the Letimbro, shelling her continuously. When overtaken half an hour later the Letimbro lowered her boats, which the submarine shelled, smashing five. It is believed that the occupants were drowned. Many were killed by the shells.

WHY CASEMENT WAS NOT REPRIEVED.

August 4, 3.00 a.m.
The Press Bureau announces that the Government carefully and repeatedly considered the circumstances before deciding not to reprieve Caseement. Evidence obtained since the trial showed that the traitor agreed with the German Government to employ an Irish brigade in Egypt.

(Continued on page 5).

HOW GERMANY FIGHTS FOOD SCARCITY.

Work of Travelling Kitchens.

The weekly meat ration at Berlin, which had been increased from 300 up to 330 and then to 360 grams, has again dwindled to 300 for each person. Many people, it appears, had been unable to obtain from their butchers the ration mentioned on their meatcards. It has further been decided that instead of the 5 pounds of potatoes thus far allowed per week at Berlin, an extra ration of 550 grams of bread will be obtainable. In this manner other food has been substituted, now that potatoes are scarce.

Because of the scarcity of meat, the Baden Government has decided to promote the sale of fish. All inhabitants of Konstanz will henceforward be allowed to fish freely in the lake. The Baden Chamber of Commerce has established an extensive plant at Ettingen for the preservation of fruit without sugar, where 30,000 pounds of fresh fruit are daily handled.

In many cities experiments have been made since the beginning of the war with feeding on a large scale. Large establishments were initiated at Hamburg in September 1914, which daily supplied cheap but good food to over 100,000 persons, writes a German correspondent to the N. Rotterdamse Gt. At Frankfurt-on-Main kitchens have been established where the wives of men at the front can obtain a meal for Mk. 0.20 and others at the cost price, which is Mk. 0.33.

In Berlin and suburbs plans are afoot to extend the kitchens for the lower and middle classes. One of these kitchens cooks every day meals for 1,000 persons and supplies for Mk. 0.30 a meal, consisting of 60 to 70 grams of meat and a pound of potatoes and vegetables. At Karlsruhe two kitchens prepare every day 800 to 1,200 liters of stew. The cost price is from Mk. 0.35 to Mk. 0.40 per ration, but only Mk. 0.25 is paid; from the two central kitchens the food is carried by moveable kitchens to five different points of the city and there distributed on the production of food cards.

At present, the correspondent continues, there is no reason to force all classes of society to get their meals from the central kitchens. But the central feeding is an advantage to all classes of society, both well-to-do and needy. The housewife need waste no more time on the buying and preparing of the food.

Quick Promotion.

The war is responsible for quick promotions in the Navy as well as in the Army. When the war began, says the Malay Mail, a nephew of an old resident in Kuala Lumpur was a recently joined midshipman on the China station. Since then he has been in action, been mentioned in despatches and is now a First Lieutenant, although not twenty-one.

DON'T FORGET.

TO-DAY.

Bijon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Palazzo Theatre—9.15 p.m.

TO-MORROW.

Bijon Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Palazzo Theatre—9.15 p.m.

Thursday, August 10.
Humphrey Bishop Co.—Concert at Government House; 9.15 p.m.

Saturday, August 12.
Hongkong Hotel—Meeting of Shareholders; noon.

GENERAL NEWS.

"Chinese Prince" Appeal.
An appeal is being made in the case of the British liner Chinese Prince which was fined \$50,300 for her failure to account for 2,012 packages of her manifested cargo upon her arrival in this port on July 4. All the papers pertaining to the case were forwarded by the Collector of Customs to the Court of First Instance of Manila on July 24 at the request of the attorneys for the local agent of the vessel, Messrs. Smith, Bell and Co.

Minimum Wage for Women.
Speaking at the annual congress of the Women's Co-operative Guild, at the Central Hall, Westminster, Miss Bindfield declared that there would probably be a pronouncement in the House of Commons upon wages. If it was not satisfactory to them she hoped that the conference would express an opinion to that effect. They wanted a general minimum wage of 51. per hour, and if that was not granted the trade unionists of the country would help them to kick up such a row as there never was." (cheers.)

An Emphatic Protest.
M. Pichon publishes in the Journal an emphatic protest against German cruelty to prisoners. He declares that they are deprived of food, beaten, compelled to work beyond their strength, subjected to odious discipline and imprisoned on the smallest pretext. They are also overcrowded in revolting places. The sick are allowed to die unattended. M. Pichon concludes: "We must expect such treatment from a nation responsible for brutality and savagery throughout the war. It will be necessary for the Allies to take common action in systematic reprisals."

The First Atlantic Liner.
The forerunner of all the Atlantic greyhounds was the Great Western, which, says the Globe was the first vessel built for the purpose, although an Irish packet, the Briton, reached New York on the same day, having been started four days earlier in rivalry with the Great Western, which was designed by Brunel and launched at Bristol, whence she sailed on her maiden voyage on Sunday, April 8, 1838, and reached New York in 14 days. She ran for some time, but it needed the founder of the Cunard line to come from Halifax and organize a profitable service by securing the support of the Government.

New Shipbuilding Centre.
In view of the great demand for new merchant shipping which may be expected for some years, plans are understood to be in preparation for the development of the shipbuilding industry at Bristol Channel ports. Some of the ships have in the past been in that district, but of late years shipbuilding there has given place to shiprepairing. Some well-known names are connected with the proposed scheme, which, it is believed, though not yet very far advanced, is on a large scale. The Bristol Channel district is favourably situated for importing iron ore, and has the advantage of ample coal.

Radicals and German Music.
With respect to the controversial question of performance of German music here at the present time, a Radical contemporary has a note plainly tending to favour it: "performance. We are told that 'men in khaki' formed a very considerable percentage of the patrons all over the house" as a Wagnerian performance. The point to be observed is that in ordinary times there would have been no such exaltation of the German ideal. Wagner might have been played to empty houses for all our Radical friends cared about him in pre-war days, and a reference to "Munich's enchanting 'Magic Flute'" would probably have been sought in vain. A note tempore ante-mora. But we are not convinced all the same. —Globe.

If you have lost your appetite and the variety of dainties at the ALKANTARA is sure to tempt you.

NOTICES.

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DOCTORS' PRESCRIPTIONS ACCURATELY FILLED.

N. LAZARUS

NOTE THE ADDRESS.

OPHTHALMIC OPTICIAN, 24, QUEEN'S ROAD CENTRAL.

DECLINING BIRTH RATE.

Commission Suggests State Bonuses.

Many suggestions for arresting Great Britain's declining birth-rate are made by the Commission of Inquiry which was appointed in 1913 by the National Council of Public Morals. The Commission obtained official recognition and was presided over for two years by Bishop Boyd Carpenter until failing health obliged him to resign, and his place was taken by Dean Inge.

The result of the Commission's labours, in part, is now presented in a volume published by Messrs. Chapman and Hall, Ltd. The evidence was too voluminous to be published in its entirety, but nothing of importance has been deleted by the editor. It may be added that the expenses of the Commission and the publication of the report have been wholly defrayed by the National Council. The report is divided into five chapters, and there is also an "Addition to the Report" signed by all the members of the Commission except the chairman, which makes further recommendations. Among other things, it declares that:

Without any desire for Imperial domination of commercial exploitation, or military aggression, of other races, Britain must, in view of what has been advanced, regard with gravest concern her falling birth rate, and take such practical steps as may be within her power to arrest the decline, and, if possible, raise the rate to a higher figure. Some of the suggestions are as follows:

The "living" wage. State bonuses to families, when the earnings do not amount to £100 or £120 a year for all children who attain the age of 14 years.

Further remission of income tax for each child.

Facilities for a good, cheap education above the standard of the elementary school.

Improvement in housing accommodation.

Attention is also drawn to the appalling infantile and child mortality, "which must be ascribed to preventable causes."

UNCLAIMED TELEGRAMS.

Eastern Extension, Australasia & China Telegraph Co.

Brewster Elizabeth, Singapore. Chongpin Chimsarchio, Kuala Lumpur. Figueras, Manila. Brown Pack Lockcock Hotel, Macao. Hapsing, Taipei. Leemol 18 Eaton St. Ipoh. Simbecho, Singapore. Sutor N.S.W. Agent, Sydney. Yeohingcheong, Cheongyang. J. M. Bawa, Superintendent. Hongkong, 3rd August, 1916.

Great Northern Telegraph Company, Ltd.

Harajuku Empress Hotel, Tsinan. Dolione, Shimoneseki. Kine ubiu c/o Taitonchan Hotel, Swatow. Huoon, Shanghai. Hongkong, 4th August, 1916. A. B. SORESEN, Act. Superintendent.

Remedy for Unfitness.

"If we can make useful material of you we will," said Sir John Dickinson at Bow-street-to-day to two errand boys, but very dirty-looking men, named Chadwick (38) and Metcalf (30), who were found begging in Chanoy-lane. Chadwick said he was not fit to work on account of his health. Sir John Dickinson: We will see. A few months under the drill-sergeant would probably brighten you up and make you useful. I will reward you both and have a doctor's report.

mother before child-birth is as important as the care of the child after its birth.

The decline is not, to any important extent, it is added, due to alterations in the marriage rate or to a rise of the mean age at marriage, but is due to conscious limitation. The decline is more marked among the more prosperous classes.

The Commission puts on record its opinion that the housing question, both in town and country, makes the rearing of large families by the working classes a matter of great difficulty, and also affects the birth rate.

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TO LET.—Offices at 2 Connaught Road. Offices in King's Buildings, House in Clifton Gardens, Conduit Road. Nos. 1 and 2, West End Terrace, Canton. Apply to: **THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.**

TO LET.—From 1st May, 1916. Offices, 2nd Floor, St. George's Building. Apply to: **SHEWAN, TOMES & CO.**

TO LET.—No. 8 Mountain View, partly furnished. Apply to: **PERCY SMITH & FLEMING, No. 5 Queen's Road Central.**

TO LET.—No. 4, Des Vaux Road Central, First Floor. The commodious dwelling house with offices, servant's quarters, etc. No. 4, Shameen, Canton, from 1st June at present in the occupation of the Imperial Russian Consulate. Apply to: **DAVID SASSOON & CO., LTD.**

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EUROPEAN QUALIFIED MIDWIFE.
MADAME ANTONESCU, Diploma, (Accouchement), will attend Ladies in their own homes. Take entire charge or visit daily from August 1, 1916, Terms moderate. For full particulars apply to: **5, PRUDEN'S HILL, TELEPHONE NO. 1177.**

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NOTICE TO CONSIGNEES.
From UNITED KINGDOM, COLOMBO & STRAITS.

THE Steamship.

"PEMBROKE SHIRE."

having arrived from the above ports. Consignees of cargo by her are hereby informed that all goods are being loaded at their risk into the hazardous "an" for extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Good not cleared by the 11th inst. will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on 10th inst. at 9.30 a.m. Claims as to the steamer must be presented within 10 days of arrival otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be counter-signed by: **J. EDINE MATHESON & CO., LTD.** 4th August, 1916.

TO LET.

TO LET.—Offices in Princes Building. Apply to: **SHEWAN TOMES & CO.** Liquidators—Reuter Brockelmann & Co.

TO LET.—Furnished Rooms, with or without Board; Bathroom to each Room. Electricity throughout. Apply Palace Hotel, Kowloon.

TO LET.—Chater's Bungalow, No. 66 Nathan Road, Kowloon. Apply to **CHATER and MODY, 5 Queen's Road Central.**

TO LET.—First Class shop in Chater Road next Moutrie's, lane at rear. Apply: **Clark & Co.**

TO LET.—From 1st September, 1916 first floor, 38 Nathan Road, Kowloon, (Dairy Farm Co.'s premises.) Apply: **The Dairy Farm Co., Ltd., Hongkong.**

TO LET.—From September 1st, FURNISHED FLAT in Conduit Road. Two large rooms, pantry bathroom, servants' quarters. Magnificent harbour outlook. Suit married couple or two gentlemen. Rent very moderate. Write: **Box 999, c/o Hongkong Telegraph.**

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having arrived from the above ports. Consignees of cargo by her are hereby informed that all goods are being loaded at their risk into the hazardous "an" for extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained. Good not cleared by the 11th inst. will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized. No Fire Insurance will be effected by us in any case whatever. Bills of Lading will be counter-signed by: **J. EDINE MATHESON & CO., LTD.** 4th August, 1916.

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Any European, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, height, and occupation of the person, and the name of the vessel, and the name of the person to whom the application is made. Applications for permission to leave the Colony should be made to the Police Station at the following times:—

TELEGRAMS.

(Continued from page 1.)
MESOPOTAMIA RAILWAY SCHEME.

[Sender's Service to The "Telegraph."]

August 4, 12.50 p.m.
The "Times" states that it is understood that a scheme for a railway in Mesopotamia has been passed. It will be necessary first to lay a causeway.

TWO YEARS OF WAR.

August 4, 9.45 a.m.
Mr. Balfour's statement is one of the many reviews of the war published in connection with the second anniversary. There have been most inspiring, showing that though the Allies have captured a million square miles of territory, compared with a hundred and seventy thousand, the Allies' advantage must not be measured in miles. They have, at length, secured the initiative in Europe, a result to which the collapse of the Germans at Verdun and in the battle of Toul had materially contributed.

As the "Times" says, the German record of the past eight months is a black negation, but the task of the Allies is still most arduous. The Germans still stand fast on their main fronts east and west, from which it may take a long time to expel them. Yet the inspiring results of the fighting on the Somme, and the Russian pressure on the east, show that the task can be accomplished. The troops of the Allies are absolutely confident in victory.

It is universally emphasised that the British Navy has already proved that it is a decisive factor in the war, while there is no more striking feature of the struggle than the re-birth of the British nation. As Mr. Bonar Law said in the colonial estimates debate in the House of Commons last evening, one of the outstanding facts of the war is the wonderful part played by the United Kingdom and every part of the Empire.

SPANISH NEUTRALITY.

Barcelona and German Submarines.

Barcelona is governed from Madrid as completely as any other provincial capital in Spain; but the difference between the remotest and most sloof capital in Europe and the great city of the Mediterranean, humming with life and work and in direct contact with every quarter of the civilised world especially with France, is infinite and incalculable. Between Castille and Catalonia there is little contact and less sympathy, and perhaps the only point on which they agree is in the conviction that Spain's neutrality must be preserved.

This attitude is very well reflected by the *Vanguardia*, which in size, seriousness, and circulation, as well as in completeness of organisation, is the most important paper in Catalonia, one might almost say in the whole of Spain. At the proprietor, Senor Godo, remarked to the writer, "As long as the Government is neutral the *Vanguardia* will be neutral." Its neutrality, like its independence of party, is not only a name but a fact, and appears to be the result of a considered policy, and a strong sense of responsibility. The example thus set is followed generally by the Press of the region, whose tone may be described as one of neutrality tempered by sympathy with France.

This rule has exceptions, such as the Germanophile *Correo* and the *Liberal*, which, like its parent in Madrid, is strongly for the Allies. But the most exception is without doubt Senor E. Diaz Betg, secretary of the Barcelona Daily Press Association. Day after day since the war began he has championed the Allied cause in the pages of the *Diluvio* with rare courage and persistence. As his articles were signed, well-informed, and pleasantly-written, he soon attracted the attention of the Germans and their friends, who tried at first to bribe him into silence and then to evict him from his paper, and are now trying to get him into prison. He has been indicted no fewer than seven times on one frivolous pretext or another. In spite of the Public Prosecutor's request that he should be imprisoned for two years seven months and a day "for endangering the safety of the State," he has been already acquitted in two cases. The remaining five summonses are still to be heard.

Insults to the Spanish flag, Senor Diaz Betg believes strongly in neutrality, but not at the price of Spanish dignity; and he daily urges the Government to exact reparation for the recent insults to the Spanish flag. In the *Diluvio* he records the fact that within a few hours of the torpedoing of the Orlock Head German submarine officers were

SANITARY BOARD.

Three Questions by Mr. Bowley.

The orders of the day for next Tuesday's meeting of the Sanitary Board include:

Mr. F. B. L. Bowley, pursuant to notice, will ask:

i. What is the reason for the delay on the part of the Government in dealing with the recommendations of the Board with regard to No. 1 May Road and No. 18 Peak Road (San Mor)?

ii. What arrangements are made by the Sanitary Department for removing manure from river steamers bringing cattle to Hongkong? Can the Head of the Sanitary Department suggest any improvement in such arrangements?

iii. Will the Head of the Sanitary Department lay on the table and supply members of the Board with prints of the annual Medical and Sanitary reports for last year, which have been laid on the table of the Legislative Council?

Plan of the proposed through closet and urinal at the Lower Peak Tramway Station.

Application for permission to erect 4 water closets and 2 urinals at the Cosmopolitan Dock, Taikoktau, Kowloon Marine Lot No. 28.

Application for permission to erect 3 water closets in the Golf Club House on Rural Building Lot No. 88, Deep Water Bay.

Application for 2 grave spaces in Section D in Mount Caroline Cemetery.

LANGKAT OUTPUT.

Messrs. Benjamin and Potts advise us that the Langkat output is as follows:

August	1	2	3	4	Tons
	1	2	3	4	160
					128
					120
					134
Total to 4th inst.					540
Daily average					135.00

dining comfortably in Barcelona. He also records his belief that the submarines that have lately been so active off the east coast of Spain have received their supplies and also their remarkably accurate information either from Spain or from the Balearic Islands. He is of opinion that Spaniards, if any there be, who connive at such breaches of Spanish neutrality, "endanger the safety of the State," more truly than any journalist who merely execrates the submarine's cowardly work.

And what he says openly an increasing number of Spaniards are beginning to think. Senor Diaz Betg, who has been invited to visit the Allied front in France and Flanders, is a young man, but he has travelled much, read much, and is an indefatigable worker. He means to write what he hopes will be the standard Spanish history of the war.

CORRESPONDENCE.

[The opinions expressed by the correspondents are not necessarily those of the "Hongkong Telegraph"]

THE LEGISLATIVE COUNCIL MEETING.
(To the Editor of the Hongkong Telegraph.)

Sir,—I think it is regrettable that the Colonial Secretary should have sent to the Press a copy of his letter to me, on the subject of my interpolation in Council on Thursday last, without, at the same time, sending to the Press a copy of the letter in reply, which I sent to him a few minutes after 2 p.m. yesterday afternoon, in a cover which was marked "Urgent."

I, therefore, enclose a copy of that letter, from which it will be seen that the inference which the Government apparently wishes the public to draw, that I wilfully made a misstatement of fact and am adhering to it, is wholly incorrect.

I take this opportunity of pointing out that my erroneous statement only applies to the question of whether 3 Sisters, or 2 Sisters only, were borne on the Estimates for 1915, under the heading, Kennedy Town Hospital.

Yours etc,
H. E. POLLOCK.
Hongkong, August 5, 1916.

(Enclosure).

Princes Buildings,
4th August, 1916.

The Honourable Colonial Secretary.
Sir,—In reply to your letter of this date, I much regret that I inadvertently misread the meaning of the Estimates for 1915, under the heading of Kennedy Town Hospital, with its reference to 1 Sister, followed by a reference to 2 Sisters, and I desire to express my sincere regret to His Excellency The Governor for the interpolation of my remark "That is not so," which was due to the above misreading.

If His Excellency wishes the above remark of mine to be omitted from the report in Hansard, I am quite agreeable to that course, and shall be obliged if you will kindly let me know.

I am, Sir,
Your Obedient Servant,
(Sd) H. E. POLLOCK.

THE ATSUTA MARU.

Aground in the Inland Sea.

The manager of the local branch of the Nippon Yusen Kaisha inform us that, owing to ground-ice in the Inland Sea, the sailing of the a.s. Atsuta Maru, scheduled to leave here on Thursday, the 10th inst. for Europe, may be delayed for a few days, and that the definite sailing date will be announced later.

RUSSIA AND THE KING OF GREECE.

Press Denunciations.

Petrograd, June 8.—A considerable stir has been caused in official quarters here by the publication in the *Bourse Gazette* of an article on Greece in which the opinion is expressed that the King of the Hellenes would do well to go away for a rest of some duration to some place better for his health than Athens. Russian newspapers generally are openly denouncing what one of them describes as the political frivoly of Greece to wards the Entente Powers, and insists on the adoption of most vigorous measures.

The *Relief* observes that if the Bulgarians entered Greece as the result of an agreement with the Greek Government, the Entente Powers must draw the necessary and inevitable conclusions. The *Den* says:—"Greece is in the camp of our enemies." The *Bourse Gazette* declares:—"We must take action without losing a minute to remind the Athenian courtiers of their duties to the Entente Powers, to whom Greece owes her very existence, as well as her prosperity."

The *Nova Vremya* considers the measures taken at Salonika insufficient, and calls upon the Entente Powers to bring the necessary pressure to bear at the Pirene and at Athens.

DAIRY FARM NEWS.

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OUR
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TO-DAY'S ADVERTISEMENTS.

THE HUMPHREY BISHOP COMPANY.

(Assisted by Mr. DENMAN FULLER).

A GRAND CONCERT

will be given in the BALL ROOM, GOVERNMENT HOUSE, on the night of the arrival of s.s. "Novara," due on THURSDAY, 10th AUGUST, AT 9.20 P.M.

A portion of net proceeds will be given to the local War Charities Fund.

Booking at MOUTRIE'S. Seats \$2.50 Each.

AMERICAN & MANOHURIAN LINE.

NOTICE TO CONSIGNEES. FROM NEW YORK.

THE Steamship

"KAUF"
Capt. W. KEASLEY, having arrived from the Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees risk and expense.

All broken, chafed and damaged goods are to be left in the godowns, where they will be examined on THURSDAY, 10th inst. at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.
Agents,
Hongkong, 4th August, 1916.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

WE have received information from Messrs. SUTER HARTMANN & RAHTJEN'S Composition Co., Ltd. of London that their Capital being entirely held by British Subjects, they have, with the Authority of the Board of Trade, adopted their well known Trade Mark as their Trading Title and shall henceforth carry on business as "THE RED HAND COMPOSITIONS LIMITED"

by which name their manufactures will be designated.

The Company will continue as heretofore to be exclusively British controlled and managed, and their Composition and Paints manufactured at the Factory, Silvertown, London, by British labour.

DODWELL & CO., LTD.
Agents,
Hongkong, 5th August, 1916.

PUBLIC AUCTION.

THE Undersigned has received instructions from the Liquidators of CHS. J. GAUFF & CO. to sell by Public Auction

on SATURDAY & MONDAY, the 12th & 14th August, 1916, commencing each day at 10.30 a.m. on their Premises, Alexandra Buildings, Chater Road.

Valuable Stock in Trade Comprising:—

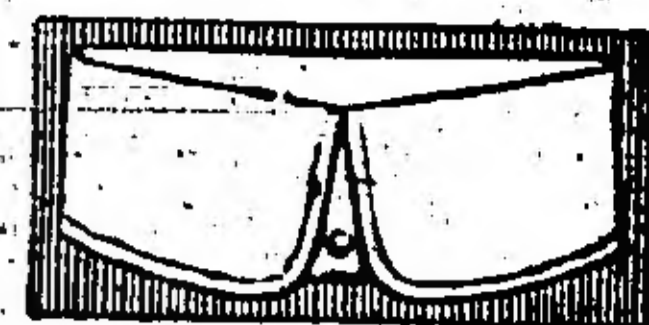
Gold and Gem Jewellery; English, American and Swiss 18ct. and 14ct. Watches; Silver and Nickel Watches; Diamonds; Pearls; Marine Chronometers; Liquid Steering Compasses; Log Rotators; Sinks; Thomson Compass Cards; Board of Trade and Standard Mercurial Barometers; Megaphones; Anemometers; T. Squares; Set Squares; Curves; Microscopes; Thermometers; Spirit Levels; Surveying Chains and Arrows; Admiralty Charts; Nautical Books; Optical Sundries, &c., &c., &c.

(Full Particulars from Catalogue.)
On view from 10th August.
Terms:—Cash.

Messrs. HUGHES & HOUGH, Auctioneers,
Hongkong, 5th August, 1916.

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COLLARS

SHAPE 40.
AS ILLUSTRATED.



Made with lock top, which holds the front of the collar securely in position: ample room between the inner and outer folds, allowing the tie to slip easily on the band.

To satisfy the wide demand for this collar we stock it in 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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LONDON, B'bay via Suez, Penang, Obo, Port Said and Marseilles...	NOVARA Capt. H. R. Hetherington, R.N.R.	noon 11th Aug.	Connecting at Colombo with Mail Steamer KAISAR-I-HIND.
HANGHAI, Moji, Kobe and Yoko- hama	MALTA Capt. C. C. Talbot R.N.R.	about 15th Aug.	Direct Service.
LONDON via Singapore, Pang, Obo, Port Said & Marseilles...	SOMALI Capt. L. D. Pinckney	about 15th Aug.	Direct Service.
HANGHAI, Moji, Kobe and Yoko- hama	NAMUR Capt. A. Collyer	about 27th Aug.	Direct Service.

WIRELESS ON ALL STEAMERS. Return tickets at a fare-and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.

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P. & O. S. N. Co.'s office,
Hongkong, 5th Aug., 1916.

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To Canada, United States and Europe via Vancouver
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16,550 tons gross register, quadruple screws, speed 21 knots.
Largest and most luxurious ships on the Pacific.

SAILINGS FROM HONG KONG (subject to change) SAILINGS FROM HONGKONG

EMPRSS OF ASIA 9 Aug. EMPRESS OF ASIA 4 Oct.
Monteagle 30 Aug. EMPRESS OF RUSSIA 1 Nov.
EMPRSS OF RUSSIA 6 Sept. Monteagle 7 Nov.
Empress of Japan 20 Sept. Empress of Japan 15 Nov.

Calling at Shanghai, Nagasaki (Inland Sea), Kobe and Yokohama.
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For further information, sailings, etc., please apply to
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EASTWARD.

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For freight or passage, apply to

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Hongkong, July 27, 1916.

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"ELLERMAN" LINE.

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TO
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For LONDON Steamer Sails
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Steamers proceed via Suez Canal or Cape of Good Hope at
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Subject to change without notice.

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THE BANK LINE, LTD.

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KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO.)

The s.s. "S. JACOB."

This vessel plies regularly between HONGKONG & BELAWAN
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Next departure from Hongkong: August 25, 1916.

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Hongkong, 29th May, 1916.

Agents.

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Projected Sailings from Hongkong—

Subject to Alteration

Destination.	Steamers.	Sailing Date
LONDON via Singa- pore, Malacca, Penang, Colombo, Durban, Cape Town, Tenerife...	Atsuta Maru Capt. Sato T. 15,000 Hitachi Maru Capt. Tominaga T. 13,500	THURS. 10th Aug. at noon. THURS. 24th Aug. at noon.
VICTORIA, B.C. and SEATTLE via Keelung, S'hai, Moji, Kobe, Yok- ohama, Shanghai, and Yokohama...	Kamakura Maru Capt. T. Kusano T. 12,400 Yokohama Maru Capt. Shinohe T. 12,500	TUES. 8th Aug. at 4 p.m. WED. 30th Aug. at 4 p.m.
SYDNEY & MEL- BOURNE via Manila, Thursday Island, Townsville and Brisbane	Tai Maru Capt. K. Yoshikawa T. 12,500 Tango Maru Capt. S. Takano T. 13,500	TUES. 15th Aug. at 11 a.m. TUESDAY

CALCUTTA via S'pore, Penang & Rangoon	Rangoon Maru Capt. Hori T. 8,000	WEDNESDAY, 23rd Aug.
BOMBAY via S'pore, Malacca & C'bo.	Ceylon Maru Capt. Tsuda T. 10,000	TUESDAY, 8th Aug.
SHANGHAI, Kobe and Yokohama	Yokohama Maru Capt. Ogura T. 8,000	FRIDAY, 11th Aug.
MOJI and Kobe	Tango Maru Capt. Takano T. 13,500	SATUR., 12th Aug. at 10 a.m.
NAGASAKI, Kobe & Yokohama	Imiyazaki Maru Capt. Teranaka T. 16,000	TUES., 8th Aug. at 10 a.m.

EASTBOUND NEW YORK LINE VIA PANAMA CANAL
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Steamer.	Displacement Tons & Speed	Leave Hongkong
Shinyo Maru	22,000 - 21 knots	16th Aug. at noon.
Persia Maru	9,000 - 14 knots	21st Sept. at 10.30 a.m.
Tenyo Maru	22,000 - 21 knots	4th Oct. at noon.

(Via Manila, Omitting Shanghai.) * Cargo only. * Proceeding to South America Ports.
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SALINA CRUZ PANAMA, CALLAO, IQUITUE and VALPARAISO. THENCE
BY TRANSANDAN ROUTE TO BUENOS AIRES, ETC.

Steamer	Tons & Speed	Leave Hongkong
Anjo Maru	18,500 - 15 knots	12th Sept. at noon.

For Full Particulars as to Passage & Freight, apply to

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SAILINGS-SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI	Anhui	6th Aug. at d'light.
PORT COURET	Kweilin	6th Aug. at 9 a.m.
HOIHOW & HAIPHONG	Sungkiang	6th Aug. at 10 a.m.
MANILA, ORBU & ILOILO	Chinhua	8th Aug. at 4 p.m.
SHANGHAI	Luchow	8th Aug. at 4 p.m.
TIENSIN	Chihli	8th Aug. at 4 p.m.
SHANGHAI	Shantung	10th Aug. at 4 p.m.

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"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE—Twin Screw Steamers "Chinhua," "Taming,"

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Sunday, taking cargo on through Bills of Lading to all Yangtze and

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Hongkong 5th Aug., 1916

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Steamer	From	Expected on or about	Will leave on or about	For
Tjikini	BATAVIA	20th Aug.	24th Aug.	SHANGHAI
Tjitaroem	SHANGHAI	20th Aug.	23rd Aug.	BATAVIA

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Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
St Albans	5th Aug.	27th Aug. at 11 a.m.
Eastern	18th Sept.	4th Oct.

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Fans in staterooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships: Captain Leaving.

Haiphong... J. W. Evans... TUES., 8th Aug. at 2 p.m.

Haiphong... W. C. Evans... FRI., 11th Aug. at 2 p.m.

Haiphong... J. S. Thomson... TUES., 15th Aug. at 2 p.m.

Arrivals and Departures from the Company's Wharf (near

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For Freight and Passage, apply to

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(Projected Sailings from Hongkong.—(Subject to Alteration).)

For	Steamship	On
MANILA	Yuensang	Sat., 5th Aug. at 3 p.m.
S'hai, Kobe & Moji	Laisang	Tues., 8th Aug. at d'light.
W'wei & Tientsin	Cheongshing	Thur., 10th Aug. at d'light.
SHANGHAI	Wingsang	Thur., 10th Aug. at d'light.
SHANGHAI	Choysang	Fri., 11th Aug. at d'light.
MANILA	Loongsang	Sat., 12th Aug. at 3 p.m.
SINGAPORE & Penang	Hopsang	Thur., 17th Aug. at 3 p.m.
S'PORE, Pang & O'outa	Kumsang	Mon., 21st Aug. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang" leave

about every 3 weeks for Shanghai and Japan, returning via Kobe

(Inland Sea) and Moji to Hongkong. Time occupied 20 days. This

service is supplemented by the "Yatsing" and "Kumsang"

leaving Hongkong at regular intervals for Yokohama, Kobe and Moji

and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted

throughout with Electric Light.

A fully qualified surgeon is also carried.

* Steamers have superior accommodation for First-class

Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze

Ports, Chefoo, Tientsin, Daini, Weihaiwei.

† Taking cargo on Through Bills of Lading to Kudat, Lahad

Data, Simpema, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage,

Under Straits Government Passport Regulations.

All European Passengers leaving the Colony for Straits settle-

ment are required to produce on arrival at destination passports

with their Photographs and description affixed thereto.

to Apply JARDINE, MATHESON & CO., LTD.

Telephone No. 314. General Managers.

LOG BOOK.

Reported Sale of Minnesota

to T.K.K.

A San Francisco dispatch to
Japan states that the Toyo Kisen
Kaisha has purchased the well-
known Pacific liner Minnesota,
27,018 tons, for \$3,000,000.

The Korea Handed Over.

The delivery of Korea by the
Atlantic Shipping Company to the
Toyo Kisen Kaisha was
effected on June 19 at New York.
The vessel will leave the port for
Japan on the 24th inst., via
Panama and Vladivostok.

A Difficulty Voyage.

The training-ship Fuji, with the
floating dock from Tsingtau in
tow, arrived at Sasebo on the
evening of the 11th instant. The
Fuji, in command of Captain
Aranishi, with a number of naval
officers, left Tsingtau on the morn-

SHIPPING



R.M.S.P. THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

HOMEWARD.

For Steamer Date of Departure.

TRANS-PACIFIC SERVICE.
SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,
TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 20 Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.Steamers are despatched Eastward and Westward at regular
intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. Agents. 14

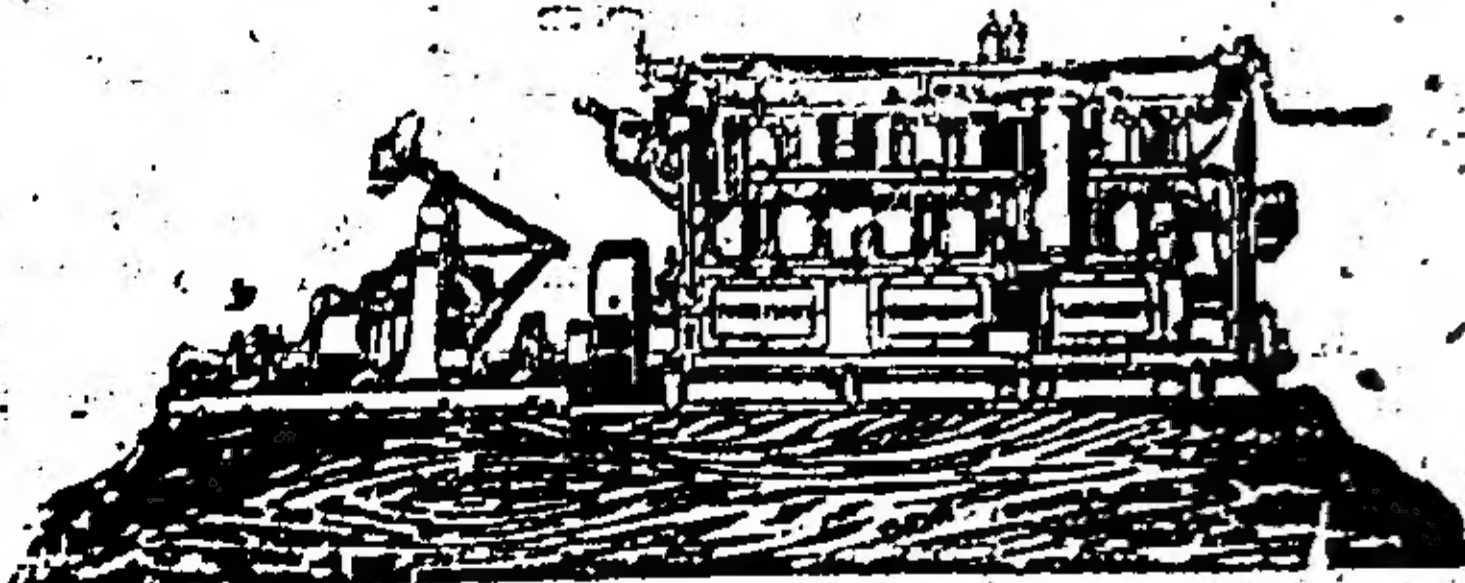
NOTICES.

WELLS FARGO & CO.
EXPRESS.FORWARDERS TO ALL PARTS OF THE WORLD.
SPECIAL ATTENTION GIVEN TO THE
SHIPPING OF TOURISTS' BAGGAGE AND
PURCHASES. TRAVELLERS' CHEQUES CASHED.B. MONTEITH WEBB & CO., Representatives.
1a, Chater Road. Phone No. 1500.THE TAIKOO DOCKYARD
& ENGINEERING Co. OF
HONGKONG, Ltd.
TAIKOO DOCKYARD,
HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,
FORGEWELTERS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 88' x 34' 6"

Pumps empty Dock in 2-3/4 hours.
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

AGENTS for: JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2
150 B. H. P.
As supplied to the British Admiralty & War Office.O.S. type Motor and Reserve Gear.
B.H.P. Paraffin 70, Petrol 80.MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.MOTOR PUMPING AND LIGHTING SETS, MOTOR
VEHICLES, etc.Dockyard Manager can be seen between the hours of 11 a.m.
or 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.
Telephone Address: "TAIKOO DOCK."
TELEPHONE No. 22

VESSELS LOADING AND TO LOAD.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To.	To be Despatched.
London via Ports	Atrous	B. & S.	7, Aug.
London via Cape Town	Atrous M.	N. Y. K.	10, Aug.
London via Ports	Novara	P. & O.	11, Aug.
London via Ports	Sonali	P. & O.	15, Aug.
Liverpool	Euryades	B. & S.	19, Aug.
Liverpool	Agamemnon	B. & S.	20, Aug.
London via Ports	Belenus	B. & S.	21, Aug.
London via Cape Town	Hitachi M.	N. Y. K.	24, Aug.
Genoa	Gisgyle	S. T. & Co.	Aug.
London	Col Norwich	B. L. Ltd.	5, Sept.

NEW YORK, SAN FRANCISCO AND CANADA.

Victoria, B.C., & Seattle	Kam's M.	N. Y. K.	8, Aug.
Vancouver via Japan	E. of Asia	C. P. O. S.	9, Aug.
Seattle via Japan	Talhybrius	B. & S.	9, Aug.
San Francisco	Tikimbang	J.C.J. L.	11, Aug.
Boston and New York	O. of Naples	B. L. Ltd.	12, Aug.
San Francisco via Japan	Shiyo M.	T. K. K.	16, Aug.
New York	Botton C.	D. & Co.	25, Aug.
Vancouver via Japan	Monteagle	C. P. O. S.	30, Aug.
Victoria B.C. and Seattle	Thama M.	N. Y. K.	30, Aug.
San Francisco via Japan	China	C. M. S. S.	5, Sept.
Vancouver via Japan	E. of Russia	C. P. O. S.	6, Sept.
San Francisco via Japan	Arakan	J.C.J. L.	11, Sept.

AUSTRALIA.

Australia via Manila	Aki M.	N. Y. K.	15, Aug.
Australia via Manila	St. Albans	G. L. Co.	27, Aug.
Australia via Manila	Tango M.	N. Y. K.	12, Sept.
Australia via Manila	Eastern	G. L. Co.	13, Sept.

SINGAPORE, INDIA, COAST PORTS AND JAPAN.

Hoihow and Haiphong	Taksang	J. M. Co.	5, Aug.
Manila	Yuensang	J. M. Co.	5, Aug.
Shanghai	Anhui	B. & S.	6, Aug.
Hoihow and Haiphong	Sunkiang	B. & S.	6, Aug.
Port Courbet	Kweilin	B. & S.	6, Aug.
Shanghai and Japan	Agapenor	B. & S.	7, Aug.
Shanghai & Yokohama	Miyasakim	N. Y. K.	8, Aug.
Swatow, Amoy and Foochow	Haihong	D. L. & Co.	8, Aug.
Kobe & Moji	Laisang	J. M. Co.	8, Aug.
Manila, Cebu and Iloilo	Chinhua	B. & S.	8, Aug.
Shanghai and Yokohama	Ceylon M.	N. Y. K.	8, Aug.
Shanghai	Luchow	B. & S.	8, Aug.
Tientsin	Chihli	B. & S.	8, Aug.
Weihow and Tientsin	Ch'ehing	J. M. Co.	10, Aug.
Shanghai	Wingsang	J. M. Co.	10, Aug.
Shanghai	Shantung	B. & S.	10, Aug.
Shanghai, Moji and Kobe	Yantoufeng	N. Y. K.	11, Aug.
Swatow, Amoy and Foochow	Haiching	D. L. & Co.	11, Aug.
Shanghai	Choyasang	J. M. Co.	11, Aug.
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	12, Aug.
Manila	Longgang	J. M. Co.	12, Aug.
Shanghai etc. to Yokohama	Malta	P. & O.	15, Aug.
Shanghai and Japan	K. Compion	B. & S.	16, Aug.
Shanghai and Yokohama	Tosa M.	N. Y. K.	17, Aug.
Shanghai and Kobe	Penang M.	N. Y. K.	17, Aug.
Singapore and Penang	Hopsang	J. M. Co.	17, Aug.
Moji, Kobe and Yokohama	Proteslaus	B. & S.	18, Aug.
Calcutta via Ports	Kirin M.	N. Y. K.	18, Aug.
Shanghai and Yokohama	Kitano M.	N. Y. K.	19, Aug.
Singapore, Penang & Calcutta	Kumsang	J. M. Co.	21, Aug.
Batavia	Tikaroom	J.C.J. L.	23, Aug.
Shanghai	Tjikini	J.C.J. L.	24, Aug.
Belawan Deli (Sumatra) via S' to	S. Jacob	J.C.J. L.	25, Aug.
Bombay via Ports	Rangoon M.	N. Y. K.	26, Aug.
Shanghai and Japan	Namur	P. & O.	27, Aug.
Manila	Titan	B. & S.	28, Aug.
Bombay via Ports	Tenshin M.	N. Y. K.	1, Sept.
Calcutta via Ports	Ceylon M.	N. Y. K.	1, Sept.

CONSIGNEES

PANAMA FAR-EST LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Steamship

"HOWICK HALL."

Capt. G. C. BLACK, having arrived from the above Port, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on WEDNESDAY, 9th instant, 1916, at 10 a.m.

All claims must be presented within fifteen days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns, and all Goods remaining undelivered after the 9th instant, 1916, will be subject to rent.

Consignees of cargo are hereby notified that they must produce an Import permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be counter-signed. No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

SHEWAN TOMES & CO.
General Agents.
Hongkong, 3rd August, 1916.

CONSIGNEES

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG & SINGAPORE.

THE Steamship

"KUMSANG."

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 4th August, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be counter-signed by

JARDINE, MATHESON & Co., Ltd.
General Managers.
Hongkong, 29th July 1916.

Don't forget: after the Show, Supper and Light Refreshments at ALEXANDRA CAFE, Open Till Midnight.

MOVEMENTS OF STEAMERS.

ENGLISH MAIL.

The P. & O. Homeward Mail Steamer, MEDUSA, with the Hongkong Mails of the 30th June last, arrived at Marseilles on Wednesday, the 2nd instant.

MERCHANT STEAMERS.

The C. M. S. S. Co.'s CHINA left San Francisco on August 1, and may be expected to arrive in Hongkong on August 28.

The a.s. KARIMOEN of the Java Pacific Line, having left Hongkong on 17th July, arrived at San Francisco on 4th August.

The a.s. TIKEBANG is expected here on 7th inst., leaving for San Francisco on the 11th.

VESSELS IN PORT.

Steamers.

Phoenician, Br. a.s. 1905, Ma, 28th July, Saigon, Rice—China a.s. 1907, Jena, 29th July, Saigon, 21st July, Rice—T. & Co.

Kweilin, Br. a.s. 1907, McGerrit, 30th July, Wei awei, 24th July, Gen.—B. & S.

Elgar, Nor. a.s. 275, Fingelsen, 31st July, Bangkok, 24th July, Rice—T. & Co.

Kanahua M. Jap. a.s. 3644, Kawa-shima, 30th July, Shanghai, 17th July, Gen.—N. Y. K.

Yuensang, Br. a.s. 1158, Mowry, 1st Aug.—Manila, 29th July, Gen.—J. M. & Co.

Kangow, Br. a.s. 182, Lewis, 2nd Aug.—Swatow, 1st Aug, Gen.—B. & S.

Kaijo M. Jap. a.s. 1885, Murakami, 2nd Aug.—Swatow, 1st Aug, Gen.—O. S. K.

Himehang, Chi. a.s. 1258, Munro, 2nd Aug.—Swatow, 1st Aug, Gen.—C. M. S. N. Co.

Howie Hall, Amer. a.s. 3039, Black, 2nd Aug.—New York, 14th May, Gen.—S. T. & Co.

Tell, Chi. a.s. 1071, Gundersen, 2nd Aug.—Saigon, 29th July, Rice—China a.s. 1907, Jena, 29th July, Rice—T. & Co.

Taiwan M. Jap. a.s. 1145, Michikoshi, 2nd Aug.—Bangkok, 25th July, Rice—China a.s. 1907, Jena, 29th July, Rice—T. & Co.

Empress, Asia, Br. a.s. Davison, 3rd Aug.—Vancouver, Gen.—C. P. O. S.

Haimun, Br. a.s. 641, Russell, 3rd Aug.—Bangkok, Rice—China a.s. 1907, Jena, 29th July, Rice—T. & Co.

Sungking, Br. a.s. 287, Trowbridge, 3rd Aug.—Haiphong, 31st July, Gen.—B. & S.

Bendorn, Br. a.s. 2587, Calby, 3rd Aug.—Singapore, Gen.—C. P. O. S.

Laisang, Br. a.s. 224, Nichol, 3rd Aug.—Calcutta, 16th July, Gen.—J. M. & Co.

Wakamatsu M. Jap. a.s. 1722, Yamana, 3rd Aug.—Wakamatsu, Coal—M. B. K.

Chinhua, Br. a.s. 1351, Siford, 4th Aug.—Manila, 1st Aug, Gen.—B. & S.

Chihli, Br. a.s. 1149, Lloyd, 4th Aug.—Tientsin, Gen.—B. & S.

Kafuc, Br. a.s. 3887, Keasley, 4th Aug.—New York, 28th July, Gen.—B. & S.

St. Albans, Br. a.s. 2518, 4th Aug.—Melbourne, 5th July, Gen.—C. L. & Co.

CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"BENDORAN."

From MIDDLESBRO,
LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 15th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th inst., at 11 a.m.

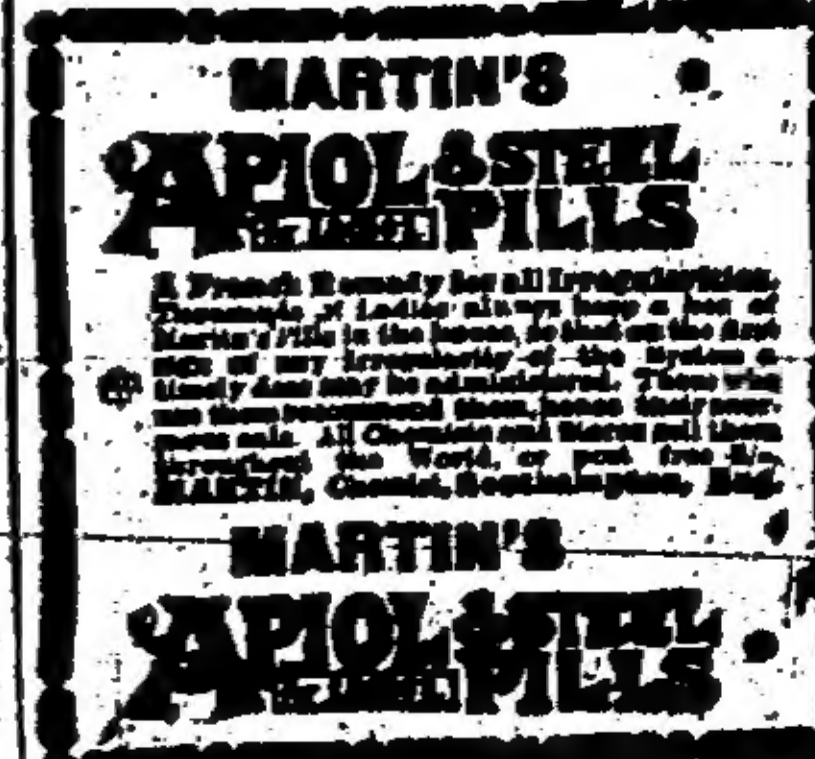
No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 4th August, 1916.

NOTICE.



THE ALEXANDRA CAFE
Cannot be beaten, if Equalled
for Bread, Cakes, Confectionery
and meals with Wines & Liquors.

VESSELS DUE.

Agents.	Vessel's Name.	Tonnage.	Date Due.	From.
S. T. & Co.	Glenlogan		Aug. 5	London
B. & S.	Atrous	6,698	Aug. 5	Shanghai
B. & S.	Agapenor		Aug. 6	Liverpool
N. Y. K.	Miyasaki Maru	6,000	Aug. 6	London
N. Y. K.	Ceylon Maru	10,000	Aug. 7	Calcutta
B. & S.	Agapenor	7,565	Aug. 8	Singapore
N. Y. K.	Yetofo Maru	6,000	Aug. 9	Yokohama
P. & O.	Novara	8,000	Aug. 9	Yokohama
N. Y. K.	Tango Maru	10,000	Aug. 10	Yokohama
P. & O.	Malta		Aug. 11	Bombay
V. Y. K.	Aki Maru	12,500	Aug. 13	Yokohama
B. & S.	Kt. Companion		Aug. 15	Liverpool
N. Y. K.	Tosa Maru	3,000	Aug. 16	Calcutta
N. Y. K.	Penang Maru	8,000	Aug. 16	Bombay
B. & S.	Proteslaus	9,547	Aug. 17	Liverpool
N. Y. K.	Kirin Maru	8,000	Aug. 17	Yokohama
B. & S.	Alcinous	6,742	Aug. 18	Liverpool
N. Y. K.	Kitano Maru	10,000	Aug. 18	London
S. T. & Co.	Glenartney		Aug. 20	Liverpool
B. & S.	Demodocus	6,639	Aug. 20	London
J.C.J. L.	Tikini		Aug. 20	Batavia
J.C.J. L.	Titaroom		Aug. 20	Shanghai
N. Y. K.	Yokohama Maru	12,500	Aug. 21	Victoria B.C.
N. Y. K.	Hitachi Maru	13,500	Aug. 23	Yokohama
B. & S.	Machoon	6,737	Aug. 25	Liverpool
N. Y. K.	Ran-oon Maru	8,000	Aug. 25	Kobe
S. T. & Co.	Glenstrae		Aug. 27	London
B. & S.	Titan		Aug. 28	Seattle
C. M. S. S.	China		Aug. 29	San Francisco
B. & S.	Tetresias	7,606	Aug. 31	Liverpool
N. Y. K.	Tenshin Maru	8,000	Aug. 31	Kobe
N. Y. K.	Ceylon Maru	10,000	Aug. 31	Yokohama
N. Y. K.	Tango Maru	13,500	Sept. 11	Yokohama

NOTICE.

AMERICAN EXPRESS COMPANY.

HEAD OFFICE... NEW YORK.

Branches and Agencies in all
parts of the commercial world.BANKERS.
FORWARDERS.
TOURIST AGENTS.AMERICAN EXPRESS TRAVELERS CHEQUES—
the best form in which to carry travel funds.

13, QUEEN'S ROAD CENTRAL, TEL. NO. 2089.

THE AUSTRALIAN
ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS
SAILING (SUBJECT TO ALTERATION).

Steamers.	Arrive Hongkong from Australia.	Sail Hongkong for Australia.
TAIWAN	7th August	12th August

These steamers are fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc, and have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian ports.

For Freight or Passage apply to

Telephone No. 93.

Butterfield & Swire.

TO SAIL

GLEN LINE.

(MCGREGOR, GOW & Co.) Ltd

For Genoa & London.

The Motorship
"GLENLYLE,"
9,500 Tons D.W.

will be despatched for the above port about end of August or beginning of September, 1916.

For freight, passage and further information, apply to

SHEWAN TOMES & Co.
Agents.

TO SAIL

FOR NEW YORK.

s.s. "MUNCASTER CASTLE"
sailing hence on or about
22nd July, 1916.FOR BOSTON & NEW YORK.
s.s. "BOLTON CASTLE"
on or about 26th August 1916.

(It is intended that the above vessels will proceed via Panama Canal.)

DODWELL & CO., LTD.
Agents.AMERICAN & MANCHURIAN
LINE.For BOSTON and NEW YORK
via Panama Canal.s.s. "CITY OF NAPLES,"
Captain Pine, will be despatched for the above ports on the 15th August, 1916.

For freight and further particulars apply to:—

THE BANK LINE LTD.
General Agents.

E. & A. S.S. CO., LTD.

The s.s. ST. ALBANS will be despatched from Hongkong on SATURDAY, August 5th, direct for MOJI and KOBE.

For further particulars as to passage apply to:—
GIBB, LIVINGSTON & CO.
Hongkong, August 2nd, 1916.

VICTORIA THEATRE.

THE LAST TWO EPISODES OF THE

TO-NIGHT.

"NEW EXPLOITS OF ELAINE"

"THE GREEN TRUNK."

ALSO

A GOOD SET OF WAR PICTURES - "ROUND ABOUT ST. MIHEL" - "TRAINING WATCH DOGS."

AND

CHARLIE CHAPLIN and FATTY in a Screaming Comedy.

SHARE MARKET QUOTATIONS.

Up to the Minute.

11 00 a.m.

H.K. Fire.	b. \$ 385.00.
Douglases.	b. \$ 136.00.
Indos (Pref.).	sa. \$ 48 50.
Sagars.	a. \$ 115.00.
Kailans.	n. 31/-
Tronchs.	n. 34/-
Urals.	n. 34/-
H.K. Wharves.	b. \$ 82.00.
S'hai Docks.	n. T 69.00.
Centrais.	b. \$ 98.00.
Land Invest.	b. \$ 99 50.
China L. & P.	b. \$ 4.50.
Dairy Farms.	sa. \$ 41.00.
Green Islands.	b. \$ 9 85.
Ropes.	sa. \$ 34.50.

NORTH BORNEO.

Regulations Regarding Entry.

The following regulations governing the entry of persons into British North Borneo are published in the Hongkong Government Gazette for general information:—

1. No person shall enter the State by sea otherwise than at one of the following places declared as ports under Schedule II of "The Ports and Harbour (Consolidating) Ordinance, 1914":— Weston, Mempakul, Jesselton, Kudat, Sandakan, Lahad Dato, Tawau.

2. Every person entering the State shall, on every occasion of his so entering, be required to obtain a Customs and Inland pass under Section 43 of "The Customs and Excise Ordinance, 1916."

3. Such pass will be issued only on the production by the applicant of:—

(a) in the case of deck passengers, a Certificate of nationality signed by a Consul or other proper authority and containing the name and description of the applicant, his destination, the name of vessel by which he is travelling and the date of sailing and such certificate shall have a photograph of the bearer so affixed as to obviate the possibility of its removal and the substitution thereof of another photograph.

(b) in the case of other passengers, a passport issued by competent authority and containing a description of the bearer, a photograph so affixed as to obviate the possibility of its removal and the substitution thereof of another photograph.

4. No such certificates or passports shall be required in the case of bona fide natives of Brunei entering the State or in the case of persons bona fide the crew of vessels entering the waters of the State and departing therefrom in and with the vessel.

5. Passes will be issued by and subject to the discretion of the Chief Police Officer in Jesselton and Sandakan or an Officer deputed by them and, in other ports, by the Chief Customs Officer, provided that any person to whom, in the said exercise of his discretion, the issuing officer shall have refused to issue a pass, may appeal to the Resident of the Province in which the port is situated.

6. The fee to be levied, under Notification 93 of 1916, upon Customs and Inland Passes may, at the discretion of the Officer issuing passes under Section 5 hereof be remitted but shall, in all cases, be levied in the case of all persons entering the State for the purposes of trade.

7. Any breach of the rules under this Notification shall be punishable under Section 15 (i) of the Customs and Excise Ordinance, 1916, and any person committing a breach of these rules or obtaining a Customs and Inland pass by fraudulent means shall be liable to expulsion from the State under the provisions of Ordinance 6 of 1901.

FINANCING TRADE.

Scheme to be Prepared by State Committee.

The President of the Board of Trade has appointed a Committee to consider the best means of meeting the needs of British firms after the war as regards financial facilities for trade, particularly with reference to the financing of large overseas contracts, and to prepare a detailed scheme for that purpose.

The Committee will consist of: Lord Farrington (Chairman), better remembered as Sir Alexander Henderson, Chairman of the Great Central Railway; was a member of the Tariff Commission, 1904.

Mr. B. P. Blackett, a former Financial Secretary to the Treasury, and Secretary to the Indian Finance and Currency Commission in 1913-14.

Sir W. H. Clark, was private secretary to Mr. Lloyd George when the latter was Chancellor of the Exchequer, and has been a member of several financial and commercial inquiry committees.

Mr. F. Dudley Docker, Chairman of the Metropolitan Railway, Carriage, Wagon and Finance Co.

Mr. Gaspard Farrer, Director of Baring Brothers.

Mr. W. H. N. Gooschen, Financial Expert, and Deputy Chairman of the Sun Insurance Office.

Mr. F. Huth Jackson, Director of the Bank of England and President of the Institute of Bankers.

Mr. Walter Leaf, one of the founders of the London Chamber of Commerce, member of the firm of Leaf and Co., and Deputy Chairman of the London County and Westminster Bank.

Hon. Algernon Mills, Director of the Central London and the Great Western Railway Companies.

Mr. J. H. Simpson.

Mr. R. Vassar-Smith, Chairman of Lloyds Bank and Director of the Yorkshire Penny Bank.

Mr. Hartley Withers will act as secretary to the committee.

GOVERNMENT TENDERS.

It is notified that sealed tenders in duplicate, which should be clearly marked "Tender for the supply of Police Winter Clothing," will be received at the Colonial Secretary's Office until noon of Friday, the 18th August, 1916, for the supply and making up of the undermentioned Winter Clothing, which is to be completed by the 10th October, 1916, for the Hongkong Police Force viz.— 400 serge suits for Europeans and Indians; 400 serge suits for Chinese; 800 pairs of Chinese shoes; 450 pairs of Chinese stockings; 450 pairs of Chinese socks (all more or less).

Tenders are also asked for repairs to No. 7 Police Launch; for supply of materials for making up nightsoil buckets for the use of the Prison Department; for the removal of excretal matters from the City of Victoria, the Hill District, Wong Nei Chung, Tai Hang, Tang Lo Wan, Whitfield, and Shaukiwan Road from the City boundary to the Joint Cable Houses, and the management of free public latrines, trough closets and urinals in the aforementioned places for a period of 5 years, commencing from the 1st October, 1916; and for the removal of excretal matter from Kowloon, and the management of free public latrines, trough closets and urinals in the aforementioned place for a period of 5 years, commencing from the 1st October, 1916.

A MEDICAL REPORT.

Kowloon and the New Territories.

Dr. W. J. Woodman, Medical Officer, reporting on Kowloon and the New Territories for 1915, says:—

The number of cases treated at the Government Dispensary, Kowloon, shows a slight decrease on last year, but this is more than accounted for by a decrease of about 200 in the examinations required on engaging new men for the staff of the railway and by a large decrease in the number of prophylactic injections of quinine owing to the decrease of malaria amongst the staff in the New Territories.

At the Public Mortuary, Kowloon, 980 autopsies were performed. The decrease was entirely due to the comparative absence of plague and small-pox.

During the year 15,872 rats were examined and of these 76 were found to have plague; this is a large decrease on last year when 181 were found to be infected.

Kowloon-Canton Railway. The health of the staff both European and Asiatic has been very good throughout the year.

Malaria has been of much less frequent occurrence. Tai Po and Fan Ling Stations as usual furnishing the large number of cases.

The treatment of malaria has been entirely by quinine mixture or injection as the provision of pills for the Chinese staff seems to have little or no effect.

There were no cases of plague or small-pox amongst the staff.

Leave of absence on account of sickness was granted on 157 occasions mostly for malaria or minor injuries.

The medicine chests have been kept supplied during the year and the Dispensary at Tai Po with a Chinese dispenser in charge is still in use.

During the year one fatal accident was reported to me and one passenger died suddenly at Kowloon Station.

There were fewer cases of plague and small-pox in the district this year; no cases at all occurred amongst Government officials.

The death rate from consumption is very high, being about 23 per cent. of the total number of deaths (exclusive of plague), and this seems to be a fairly constant figure for the whole of the Kowloon district as not only the deaths registered at the Yau-mai Police Station but also the returns from the four Chinese Dispensaries show an almost similar percentage. Beri-beri accounts for about 3 per cent. Malaria in Yau-mai has more than doubled this year; only 21 cases were registered here last year but 46 this year.

The public vaccinator at Shuang Shui performed 505 successful vaccinations and 156 were done at the Kowloon Dispensary. Eight bodies were sent to the Mortuary which had died of small-pox, while forty-nine such bodies were received in the preceding year.

The Government Dispensary at Tai Po Market treated 208 cases and the Railway Dispensary at Tai Po 327; nearly all these cases are malaria, skin disease, or minor injuries.

At the island of Kai O there was an outbreak of cholera, causing 30 deaths, during the end of September and the early part of October. The disease was probably introduced from the coast of China.

There have been very few cases of symptomatic disease and no epidemics.

The Kowloon British School has been visited regularly and the health of the children reported on; defective teeth and scabies

GIFTS FROM HONGKONG.

Hongkong Association of Women War Workers.

At the Committee Meeting of the above Association held on the 2nd August, 1916, it was reported that during the last month, its different departments have sent the following:—

To Queen Mary's Needlework Guild:—49 mosquito nets, 167 pillow cases, 90 cholera belts, 8 kimono bed jackets, 16 boots, 48 day shirts, 18 pr. socks, 6 mufflers, 18 eye bandages, 9 operation stockings, 124 sheets, 51 night shirts, 77 pyjamas, 110 milk covers, 2 dressing gowns, 78 vermin shirts, 30 pr. knee caps, 6 pr. mittens, 25 caps.

To the Matron, The Hospital, Nariich Schools, Cairo:—4,606 rolled bandages, 62 stump bandages, 55 funnel many-tail bandages, 146 cotton many-tail bandages, 13 pr. surgical stockings, 124 knitted eye bandages, 1,404 swabs, 2 cushions, 11 razors, 31 doz. packs of cards, 30 tins of sweets.

A case has been received from Mrs. Tiedall, Amoy, containing:—57 Fannel many-tail bandages, 119 cotton many-tail bandages, 234 rolled bandages, 770 swabs, 38 knitted eye bandages, 7 floor swabs (knitted from selfed goods).

From Mrs. Kerr, Iloilo:—4,178 bandages.

The Association are very much indebted to Mrs. Newall, Mrs. Bowley, Mrs. Holyok, Mr. Marshall, Mr. Van Rens, Mr. Bridges, Ladies' Bazaar Club for their kind gifts of sweets; also to the Central Agency Co. for 3 gross white cotton and 1 gross crochet cotton.

ENEMY TRADE MARKS.

Proposed Removal from Register.

It is notified in the Hongkong Government Gazette that the registration of the fifteen specified trade marks has expired and that they will be removed from the Register of Trade Marks on the 30th day of August, 1916, unless the prescribed fee for renewal of registration is paid before that date.

The proprietors of the trade mark are F. Pajusi and Company, K. K. priv. Zundwaren Fabrik in Deutsch Lundsberg near Graz, and the date of expiration of registration is July 30, 1916.

were the principal ailments. Some sanitary improvements have been effected during the year.

Police Force. The health of the Police force has been satisfactory and the stations on the mainland and islands have been visited at different times. Two cases of enteric fever have been brought to my notice, one on No. 4 Police Launch and one at Ping Shan. The latter station had been visited only a few days previously and certain recommendations made with regard to the water supply.

Kowloon Dispensary. At the Kowloon Dispensary 5,553 cases were seen, 90 physical examinations made for the Railway Department, and 156 successful vaccinations performed. Last year the figures were 5,327, 280, and 135 respectively.

During the year 4,734 prescriptions were dispensed—4,868 in 1914.

The greater number of patients are Indians but I am informed that the proportion of Chinese continues to increase. There exists a considerable objection amongst the Chinese to having to go across the harbour to Victoria for hospital treatment.

THE WAR ANNIVERSARY.

How it was Marked in Hongkong.

The second anniversary of the Declaration of War was marked in Hongkong by services at St. John's Cathedral and the Union Church, as well as by a route march by units of the Police Reserve.

The service at St. John's Cathedral struck an appropriate note. There was not a large attendance, but those who assembled had obviously come in the spirit of seeking help for the performance of the great task the Allies have set themselves. Among those present were His Excellency the Governor and Lady May, accompanied by the Misses May, Major-General Vantrie, a number of Military and Naval Officers and many well-known residents of the Colony.

The clergy present were the Rev. V. H. Copley-Moyle and the Rev. W. Griffiths.

The service opened with the usual form of evening prayer as far as the third Collect, and the general thanksgiving. The special Psalm was the 27th, this being particularly appropriate. The Lessons were taken from Exodus XVII. 8 to 13, and 1 Peter V. 6 to 12.

A series of special prayers were offered, the first being for the King and all those in authority. In asking for the prayers of the congregation for the soldiers of the Allies and the sailors of the Allied Fleets, the Minister announced the names of many men who have left the Colony for Service in the field. Following prayers for the airmen and those called to posts of special peril, for the sick and wounded and those who minister to them and for the dying, a prayer was offered for those soldiers and sailors who have given up their lives for their country, and here again the names of those who have left Hongkong and who have made this highest sacrifice were announced. Prayers were also said for the prisoners of war, for the merchant seamen and all those in anxiety and sorrow, for the Nation and Empire, and lastly for complete victory and a righteous peace.

The hymns sung were "O God our Help in Ages Past," and "O God of Love," during the singing of the latter a collection being taken for the Prisoners of War Fund. In recommending the Fund for generous support the Rev. Copley Moyle said they had learned from the American authorities that the prisoners had not sufficient to maintain themselves properly and were largely dependent upon parcels which they received from home.

The service was brought to a close by the Benediction and the singing of the National Anthem. The collection amounted to \$59.46.

Union Church Service. The service at the Union Church was jointly conducted by the Rev. J. Kirk Macdonachie (pastor) and the Rev. T. Robinson (Wesleyan Church). The Church was well filled. The Rev. T. Robinson took the first part of the service, which opened with the singing of "O God, our Help in Ages Past."

In his address, the Rev. J. Kirk Macdonachie said they were commemorating a day which would stand in the history of the nation as long as they were a nation, and in that of the Empire as one which marked a turning point. "With the German Government alone he declared 'lies the onus of having rejected unhesitatingly every offer and suggestion tending to prevent the outbreak of strife, or even to delay it. That Government it was which, when the war cloud seemed about to lift, launched its perilous

BANK RETURNS.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st July, 1916, as certified by the Managers of the respective Banks are as follow:—

Banks.	Average Amount.	Specie in Reserve.
Chartered Bank of India, Australia & China	\$7,719,107.	\$5,000,000*
Hongkong and Shanghai Banking Corp.	24,895,451.	20,000,000
Mercantile Bank of India, Limited.	1,073,770.	350,000†
Total	\$33,688,328	25,350,000

* Sterling Securities deposited with the Crown Agents valued at \$150,000.

† Securities with the Crown Agents \$68,040.

thunderbolt lest the chosen hour should pass, the long awaited opportunity for Germany to assert itself and crush its neighbours."

The alternative presented to society in Europe was German dominance or blood, and in the case of our Empire it was confronted with dissolution had we forborne to draw the sword.

"Two years had passed, but what month of that had not brought its tale of horrors? Memories were short, sympathy and even imagination flung upon repeated calls, but the world had not yet grown so callous wholly to the reiterated incredible story of wrong wrought upon the innocent. There were bygone which could never be bygone; until they were atoned for. There were neutrals, some around us here, not Chinese, who were thankful they were out of it and said the British were just as bad as the others. To say that might be an excuse for not taking sides, but it should not be said without proof and there was no proof.

Two years had passed and they had shown the rightness of our cause. The enemy's power at sea was broken and his power on land was breaking. "Armenia, thank God, is free forever of the Turk, and surely ere another 4th of August shall come round Belgium, France, Serbia and Poland will be free likewise. Retribution is knocking at the door of the despoiler. Meantime upon us falls the burden of the fiery trial, lightly on us immediately here, yet here for the time is our place of duty."

The speaker also announced that the collection would be for the relief of prisoners of war in Germany, towards which he had already received \$160.

The service was brought to a conclusion with the singing of the National Anthem.

A similar service was also held at the Synagogue and was largely attended by the Jewish community.

The Route March. For the Police Reserve route march, the band, one, two and three companies, Ambulance Platoon, Mounted and Motor Maxim Gunners fell in on the Praya near Queen's Statue at 5.30 and were joined by the other units half an hour later. The route taken was:—Connaught Road (Praya) to Post Office, Des Voeux Road to Fire Station, Queen's Road, and Garden Road to Volunteer Headquarters where the men were dismissed. Here large tables were laid out which had been nicely decorated with flowers and bore light refreshments, cigarettes and cigars, the gifts of the proprietors of the Happy Retreat and the Nanyang Tobacco Company. Keen interest was taken in the event, which was a great success, the men presenting a very smart appearance.

THE FREIGHT MARKET.

Effect of the Canton Troubles.

Me. Mrs. Snowman and Co's freight circular, dated August 5, states:—

Chartering business generally, since we last reported on 22nd July, still remains very quiet indeed, the confidence in the market being, if anything, still more impaired by the desultory fighting in and around the general unsatisfactory state of affairs at Canton. It is reported that the Chinese navy may be sent down from Shanghai to endeavour to pacify the locality and if this turns out to be the case there is a possibility of affairs attaining a more normal aspect.

There has been slight activity in the Hongkong/Bangkok trade, a small Japanese steamer having been fixed for 12 months at \$20,000 p.m. and a medium sized outsider, on lumpsum basis, for the round trip. The rate, however, Bangkok/Hongkong still remains at 80/70 cents per picul respectively for inside/outside the bar loading. Practically nothing has been done in the direction Saigon/Hongkong and although the rate improved slightly from 20 cents to about 25 cents per picul it declined again. No fixtures have been made and regular liners are taking on the berth what little cargo is offering at about the former rate.

Export of rice from Saigon from 1st January to 30th May, amounts to 472,783 tons as compared with 389,546 tons for the same period last year. Quotation for No. 2 white round sifted rice stands at \$4.76 per picul f.o.b. Saigon for August/September shipment.

Saigon/Philippines:—Three fixtures of medium sized outside steamers are reported at 60 cents per picul and this rate appears fairly firm as regards further business.

Saigon/Java:—Three fixtures of medium sized steamers are reported in this direction, one at 80 cents and two at 75 cents per picul.

Newchwang:—No change since our last report.

Coal:—There has been a certain amount of business done in the interval under review but rates generally show a slight downward tendency, stocks here being still good and there being very little demand.

Fixture Reported:—Karatsu/Hongkong \$6.25, Hongay/Swallow \$5.25, and Port Courbe/Swallow \$5.25 per ton.

POLICE RESERVE ORDERS.

Orders issued to-day by Mr. E. U. Jenkin, D.S.P. (Reserve) state:—

No. 4 Company. The parade of this Company ordered for Monday, August 7th, is hereby cancelled. The parade for Thursday, August 10th, will take place as previously arranged.

Medical Exemption from Duty. As from Monday, August 7th, the present method of obtaining the certificate of the Surgeon Superintendent of Police (Reserve) will cease. On and from the above date applicants for Medical Exemption (M.E.) will go direct to the Superintendent and will not be required to take any form other document from their Company officers.

Headquarters Club. The premises will be open to all ranks from 5 p.m. on Wednesday, August 9th.

Mounted Police. Troopers Wei, Sanh, Maher and Hyndman will report at Stables in uniform at 6 p.m. on Monday, August 7th.

All members except the above named, will report to Mr. T. F. Hoogh for duty on Friday, August 4th, at 6 p.m. Tickets will not be worn during the parade.

DANGERS OF THE HOUSE FLY.

ITS LIFE HISTORY AND HOW TO DEAL WITH IT.

The following article is issued by the Trustees of the British Museum, having been written by Mr. Ernest E. Austen, Assistant in the Department of Entomology (Natural History):—

The familiar but often dangerous little creature to which Linnaeus gave the name *Musca domestica* is one of the most widely distributed of all insects, since, owing to its close association with and dependence upon man, it has been carried about the world in ships and trains, and is now found practically everywhere. Possessing in a remarkable degree the power of adapting itself to its surroundings, it flourishes in the Tropics as well as in temperate regions.

The House-Fly is usually about a quarter of an inch in length, and is mouse-grey in colour, with the thorax (middle part of the body) marked with four narrow black stripes, and the sides of the abdomen (hinder part of the body) more or less buff in the male, and frequently in the female also. In the male House-Fly the space between the eyes, as seen from above, is scarcely one-fifth of the total width of the head, but in the female the corresponding space is nearly one-third of the diameter of the head. The proboscis, or tube through which the insect sucks up its food, ends in a pair of fleshy lobes, and when not in use is folded away into a cavity on the under side of the head. Lastly, it may be noted that one of the long veins (the so-called fourth longitudinal vein) in each wing is, near the tip of the wing, sharply elbowed in such a way that the end of this vein almost meets that of the vein in front of it.

In the British Islands, in addition to the true House-Fly, certain other species of flies more or less resembling it in general appearance often occur in the living-rooms of houses: these are the Lesser House-Fly (*Fannia canicularis*, L.), a smaller and more slenderly built insect, with a silvery-white face in the male sex, and without a conspicuously elbowed vein near the tip of each wing, which makes its appearance somewhat earlier in the year, and may still be seen in living-rooms so late as November, when the true House-Fly has usually disappeared; *Muscina stabulans*, Fig., and *Stomoxys calcitrans*, L. The latter of these—a species often met with even in the centres of large towns, though commoner in the suburbs and found almost everywhere in the country—is a blood-sucking fly which is sometimes mistaken for *Musca domestica*, with the result that the House-Fly is occasionally alleged to have inflicted a bite, although its proboscis is merely adapted for sucking and is quite incapable of piercing the skin.

Though agreeing with the House-Fly in length, *Stomoxys calcitrans* is of a somewhat broader and more thick-set shape, and may readily be distinguished from *Musca domestica* by the character of its proboscis, which is rigid and slender, and is always visible, projecting like an awl horizontally in front of the head. In colour, *Stomoxys calcitrans* is darkish grey, and its abdomen, which has no buff-coloured patches on the sides, is spotted with dark brown; the fourth-longitudinal vein in the wing of this fly, although somewhat bent up at the end, is not sharply elbowed as in the House-Fly, and consequently its termination is distinctly separated from that of the preceding vein.

Muscina stabulans is, as a rule, of larger dimensions than any of the flies already mentioned, and its length often considerably exceeds a quarter of an inch. Its general coloration is dark grey, and its abdomen is without

definite spots. The extreme tip of the middle part of the body and a portion of each leg are more or less distinctly tinged with cinnamon colour; the proboscis when not in use is invisible from above, and in the wing the end of the fourth longitudinal vein is not elbowed, and converges but slightly towards that of the vein before it.

As a general rule, accumulations of fermenting horse-manure form the chief breeding-places of the House-Fly, but although this insect lays its eggs by preference in horse-manure, it will also breed in other excrementitious substances and in decaying and fermenting organic matter of various kinds, such as is often present in ashpits and larger deposits of house-refuse. The dull, chalky-white eggs are about 1/25th to 1/20 of an inch in length, and are laid in small masses generally in crevices in the material that is to supply the maggots (or larvae) with food. A single female House-Fly lays from 120 to 150 eggs at one time, and may deposit five or six such batches of eggs during its life. The rate of development varies greatly, depending upon several factors such as the temperature of the food-material and of the air, and the character of the food; in the British Islands however, it has been found that in very hot weather the progeny of a House-Fly may be laying eggs about three weeks after the eggs from which they themselves developed were deposited. The eggs hatch into white, footless maggots, which when full-grown are a little under half an inch in length; the chrysalis or pupal stage is passed within a dark reddish-brown, barrel-shaped puparium or shell, from which the fly emerges by splitting off a cap at one end.

In winter the persistence of the species is apparently secured by the survival, in bake-houses, kitchens, stables, and other suitable retreats, of flies which are the parents of the earliest broods of the following season. In the British Islands these latter usually commence to make their appearance in June, though as a rule it is not until the following month that the numbers of flies begin to show a marked increase. Generally speaking, in the absence of local conditions specially favourable to the breeding of the insects in abnormal numbers at an earlier period than usual (as at Poetwick, near Norwich, in June and July, 1910), House Flies in the United Kingdom are most numerous in the months of August and September, but they are often still common in October, and sometimes even in November. The occasional local occurrence of House-Flies in such numbers as to constitute a veritable "plague" is generally traceable to one or more of the following factors:—(1) Exceptional meteorological conditions favouring abnormally rapid development; (2) the local abundance of breeding-places and of food-supplies for the maggots or larvae; (3) the presence, in the immediate vicinity, of a "tip" or dumping-ground for dust-bin refuse, on which, with the refuse, are continually being deposited large numbers of larvae and pupae, which have developed from eggs originally laid in a number of different centres.

Since the House-Fly breeds, as we have seen, in dung-hills and refuse-heaps, and during its adult life alights and feeds indiscriminately upon human excreta as well as upon human food, it is obvious that grave results may ensue when House-Flies and certain forms of disease exist together. Much has been written in recent years with reference to House-Flies and the spreading of various human diseases of bacterial origin, and, although the experimental evidence is as yet incomplete, there can be no

doubt that, under certain conditions, these insects act as carriers of cholera, typhoid fever, and tropical dysentery, which in connection with other maladies, such as infantile or summer diarrhoea, the House-Fly at present rests under grave suspicion. Since this fly is incapable of biting, its action as a disease-carrier is contaminative, and therefore very different from that of an African Tsetse-Fly or a malaria-carrying Mosquito, which is armed with a piercing proboscis. The germs of disease, if conveyed by a House-Fly, are carried on the exterior of its legs, wings, head or body, or, as is more usually the case, in the insect's crop or intestine, and may subsequently be deposited on food or other substance.

When themselves liable to contamination with disease-causing organisms, House-Flies therefore become a serious menace to health; the insect should consequently be regarded as a dangerous enemy, which should be destroyed and kept in check by every possible means. The potentialities of the House-Fly as a disease-disseminator in the poorer quarters of cities and in farmhouses and rural districts generally, quite apart from the annoyance and discomfort caused by its activities, especially when it is present in excessive numbers, render *Musca domestica* by far the most important of British insects from the standpoint of public hygiene. Under modern conditions House-Flies except as "danger signals," serve no purpose useful to ourselves; while, as just pointed out, they may at any time develop into a danger to human life, so that no one need have the slightest compunction in killing them.

Obviously, however, it is of more importance to prevent House-Flies from breeding, than, after allowing them to breed unchecked, to endeavour to kill the resultant broods when they have invaded houses. Temporary accumulations of horse-manure should if possible be stored in fly-proof pits, while kitchen refuse should be deposited in completely closed receptacles, into which it should be impossible for flies to crawl. House-Fly maggots, like many other Dipterous larvae, are tenacious of life, and although they can be killed, at any rate experimentally, by mixing with the manure or garbage in which they are feeding substances such as chloride of lime or sulphate of iron in solution, there are various practical difficulties in the way of such methods. In practice, therefore, the most important and effective means of preventing House-Flies from breeding is the systematic removal, during the months from May to October inclusive, of all deposits of stable-manure and household rubbish or ashpit refuse at least once a week. Since, as has recently been shown, House-Flies are capable of flying to a distance of 1,700 yards, no municipal depot, contractor's dumping ground or "tip," where household refuse is allowed to remain for any length of time, should, if any other arrangement is possible, be established or permitted to exist within one mile of the nearest habitations.

Of the various means of destroying House-Flies in rooms, those commonly in use are two well known to require mention. Flies on the wing may readily be knocked down and killed by means of a kind of racket of flexible wire-gauze (known as a "fly-killer"), provided with a wooden handle, and obtainable from ironmongers. The best ready-made fly-traps other than ordinary fly-papers, are probably the "balloons" constructed of wire-gauze, and "angle-food" tapes or other contrivances coated with a sticky gum. Good results are said to have been obtained by the use of a dilution of formalin in water, in the proportion of a teaspoonful of water. To make it more attractive to flies, the dilution may be sweetened with sugar or mixed with milk, and a soap-plate or other shallow vessel should then be partially filled with the mixture in the evening, and allowed to stand through the night on a table in a room in which flies are troublesome. Provided that all other liquids which from the insects could drink have been removed, or securely covered, the flies will

sip the mixture in the early morning, and a little later may be swept up dead a short distance away. Formalin diluted to the extent mentioned is not dangerous to man, and this method may be used without hesitation even where food is exposed.

It is said that paraffin, if rubbed on the sashes and bars of the window, will kill all the flies in a room; this method at any rate possesses the merits of simplicity and cheapness.

So far as possible, human food—especially such substances as milk and sugar, which are especially attractive to these insects—should always be protected from flies by covers of wire-gauze or muslin, and House-Flies should not be allowed to settle upon persons suffering from infectious or contagious disease. Rigorous precautions should, of course, be taken to prevent House-Flies from coming into contact with the spouts of consumptives, or with the evacuations from cases of cholera, typhoid fever, summer diarrhoea and other intestinal disorders. No system of sanitary control can be regarded as efficient, which allows flies to have access to material containing the germs of disease.

THE KIPLING STORIES.

—III.—Ravages and Repairs.

[Below we give the third and last of the series of copyright articles by Mr. Rudyard Kipling on the exploits of British submarines. It is called from the *Manchester Guardian*.]

Before we pick up the further adventures of H.M. Submarine E 14 and her partner E 11, here is what you might call a cutting-out affair in the Sea of Marmora which E 12 (Lieutenant-Commander K. M. Bruce) put through quite on the old lines.

Her main motive gave trouble from the first, and she seems to have been a cripple for most of that trip. She sighted two, small steamers, one towing two, and the other three, sailing vessels, making seven keels in all. She stopped the first steamer, noticed she carried a lot of stores, and moreover, that her crew—she had no boats—were all on deck in life belts. Not seeing any gun, E 12 ran up alongside and told the first lieutenant to board. The steamer then threw a bomb at E 12, which struck, but luckily did not explode, and opened fire on the boarding party with rifles and concealed lin. gun. E 12 answered, with her six-pounder, and also with rifles. The two sailing ships in tow, were properly, tried to foul E 12's propellers and "also opened fire with rifles."

It was as Orientalized mixed a fight as a man could wish.—The first lieutenant and the boarding party engaged on the steamer; E 12 fished the steamer, and being fouled by the sailing ships; the six-pounder methodically perforating the steamer from bow to stern; the steamer's lin. and the rifles from the sailing ships raking everything and everybody else; E 12's oxswain on the conning-tower passing up ammunition; and E 12's one workable motor developing "slight defects" at, of course, the moment when power to manoeuvre was vital.

The account is almost as difficult to disentangle as the actual mess must have been. At any rate, the six pounder caused an explosion in the steamer's ammunition, whereby the steamer sank in a quarter of an hour, giving time—and a hot time it must have been—for E 12 to get clear of her and to sink the two sailing ships. She then chased the second steamer, who slipped her three tows and ran for the shore. E 12 knocked her about a good deal with gun-fire as she fled, saw her drive on the beach well alight, and then, since the beach opened fire with a gun of 1,500 yards, went away to refuel her motors and write up her log. She approved of her first lieutenant's behaviour "under very trying circumstances" (this probably refers to the explosion of the ammunition by the six-pounder which doubtless jarred

the boarding party) and of the cox who acted as ammunition-bait; and of the gun's crew, who "all did very well" under rifle and small-gun fire "at a range of about ten yards." But she never says what she really said about her motor.

A Brawl at a Pier.

Now we will take E 14 on various work, either alone or as flagship of a squadron composed of herself and Lieutenant-Commander Nesmith's boat, E 11. Here was a busy mid-summer and she came to be intimate with all sort of craft—such as the two-funnelled gunboat off Sar Kioi, who "fired at us, and missed as usual"; hospital ships going back and forth unmolested to Constantinople; the gunboat which fired at me on Sunday, and other old friends, afloat and ashore.

When the crew of the Turkish brigantine, full of stores, got into their boats by request, and then "all stood up and cursed us," E 14 did not lose her temper, even though it was too rough to be alongside the abandoned ship. She told Acting Lieutenant R. W. Lawrence, of the Royal Naval Reserve, to swim off to her, which he did, and after a "curious search"—who can be expected to Sherlock Holmes for hours with nothing on—set fire to her "with the aid of her own matches and paraffin oil."

Then E 14 had a brawl with a steamer with a yellow funnel, blue top and black, lying at a pier among shows. The shore took a hand in the game with small guns and rifles, and as E 14 manoeuvred about the roadstead "as requisite," there was a sudden unaccountable explosion which strained her very badly. "I think," she muses, "I must have caught the mortars of a mine with my tail as I was turning, and exploded it. It is possible that it might have been a big shell bursting over us, but I think this unlikely, as we were soft at the time." She is always a philosophical boat, anxious to arrive at the reason of facts and when the facts are against her she admits it freely.

There was nondescript craft of a few hundred tons, who "at a distance did not look very warlike," but when chased suddenly played a couple of six-pounders at us before we were under. Some of them were only about 20 yards off. And when a wily steamer, after sidling along the shore, lay up in front of a town she became "indistinguishable from the houses," and so was safe because we do not lowstrate open towns.

Sailing dhows full of grain had to be destroyed. At one rendezvous, while waiting for E 11, E 14 dealt with three such cases and then "towed the crews ashore and gave them biscuits, beef, and rum and water, as they were rather wet." Passenger steamers were allowed to proceed because they were "full of people of both sexes," which is an uncultured way of doing business.

Here is another instance of our insular type of mind. An empty dhow is passed which E 14 was going to leave alone, but it occurs to her that the boat looks "rather deserted," and she fancies she sees two heads in the water. So she goes back half a mile, picks up a couple badly exhausted men, frightened out of their wits, gives them food and drink, and puts them aboard their property. Crews that jump overboard have to be picked up, even if, as happened in one case, there are 20 of them and one of them is a German bank manager taking a quantity of money to the Cankak Bank. Hospital ships are carefully looked over as they come and go, and are left to their own devices, but they are rather a nuisance because they force E 14 and others to dive for them when engaged in stalking warrentable game. There were a good many hospital ships, and as far as we can make out they all played fair. E 11 boarded one and "reported everything satisfactory."

Strange Messemates.

A layman cannot tell from the reports which of the duties demanded the most work—whether the continuous clearing out of transports, dhows, and sailing ships, generally found

close to the well-gunned and attentive beach, or the equally continuous attacks on armed vessels of every kind. Whatever else might be going on there was always the problem how to arrange for the crews of sunk ships. If a dhow has no small boats, and you cannot find one handy you have to take the crew aboard, where they are horribly in the way, and add to the oppressiveness of the atmosphere—like "the nine people, including two very old men," whom E 14 made honorary members of her mess for several hours till she could put them ashore after dark. Oddly enough she "could not get anything out of them." Imagine nine bewildered Moslems suddenly decanted into the reeking clamorous bowels of a fabric, obviously built by Shaitan himself, and surrounded by—our people are people of the book and not dog-eating Kafirs, and I will wager a great deal that that little company went ashore in better heart and stomach than when they were passed down the conning-tower-hatch.

Then there were queer amphibious battles with troops who had to be shelled as they marched towards Gallipoli along the coast roads. E 14 went out with E 11 on this job, early one morning, each boat taking her chosen section of landscape. Thrice E 14 rose to fire, thinking she saw the dust of feet, but "each time it turned out to be bullocks," when the shelling was ended. I think the troops marching along that road must have been delayed and a good many killed. The Turks got up a field-gun in the course of the afternoon—your true believer never hurries—which outranged both boats, and they left accordingly. But one cannot rejoice over dead Mahomedans—unless they are Arabs—and I have never met anyone in the Trade who did. The next day she changed billets with E 11, who had the luck to pick up and put down a battleship close to Gallipoli. It turned out to be the Barbarossa. Meanwhile E 14 got a 5,000-ton supply ship, and later had to burn a sailing ship loaded with 280 bales of leaf and out tobacco—Turkish tobacco! Small wonder that E 11 "came alongside that afternoon and remained for an hour"—probably making cigarettes.

Refitting Under Difficulties. Then E 14 went back to her base. She had a hellish time among the Dardanelles nets; was, of course, fired at by the forts, just missed a torpedo from the beach, scraped a mine, and when she had time to investigate found electric mine-wires twisted round her propellers and all her hull scraped and scored with wire marks. But that again was only in the day's work. The point she insisted upon was that she had been for 70 days in the Sea of Marmora with no secure base for refit than the centre of the same, and during all that while had not had "any engine-room defect which has not been put right by the engine room staff of the boat." The commandant and the third officer went ashore for a while; the first lieutenant got gastric enteritis and was in bed (if you could see that bed!) "for the remainder of our stay in the Sea of Marmora," but "this boat has never been out of running order." The credit is ascribed to "the excellence of my chief engine-room artificer, James Hollier Hague, O.N. 227715," whose name is duly submitted to the authorities "for your consideration for advancement to the rank of warrant officer."

Seventy days of every conceivable sort of risk, within and without, in a boat which is all engine-room, except where she is sick-bay; twelve thousand miles covered since last overhaul; and "never out of running order"—thanks to Mr. Hague. Such artists as he are the kind of engine-room artificers that commanders intrigue to get hold of—each for his own boat—and when the tales are told in the Trade, their names, like Abou Ben Adam's, lead all the rest.

I do not know the exact line of demarcation between engine-room and gunnery repairs, but I imagine it is faint and fluid. E 11, for example, while she was helping E 14 to shelling a beset steamer smashed half her gun-mounting, "the gun-layer being thrown overboard and the gun

nearly following him." However the mischief was repaired in the next 24 hours, which, considering the very limited deck space of a submarine, means that all hands must have been moderately busy. One hopes that they had not to drive often during the job.

But worse is to come. E 2 (Commander D. Stocks) carried an externally mounted gun which, while she was diving up the Dardanelles on business, got hung up in the wires and stays of a net. She saw them through the conning-tower scuttles at a depth of 80 ft.—one wire hawser round the gun, another round the conning tower, and "so on. There was a continuous crackling of small explosions overhead she thought were charges aimed by the guard-boats who watch the nets. She considered her position for awhile backed, got up speed, barged ahead, and shore through the whole affair in one wild surge. Imagine the roof of a navigable cottage after it has snapped telegraph lines with its chimney, and you will get a small idea of what happens to the hull of a submarine when she uses her gun to break wire hawsers with.

E 2 was a wet, strained, and uncomfortable boat for the rest of her cruise. She sank steamers, burned dhows, was worried by torpedo boats and hunted by Hun planes, hit bottom freely and frequently; silenced forts that fired at her from lonely basins, warned villages who might have joined in the game that they had better keep to farming; shelled railway lines and stations; would have shelled a pier but found there was a hospital built at one end of it "so could not bombard"; came upon dhows crowded with "female refugees" which she "allowed to proceed," and was presented with fowls in return; but through it all her chief preoccupation was that racked and strained gun and mounting. When there was nothing else doing she reports scurly that she "worked on gun." As a philosopher of the Lower Deck put it:—"Tian! what you blabby do that matters, it's what you blabby have to do." In other words; worry, not work, kills.

E 2's gun did its best to knock the heart out of them all. She had to shift the wretched thing twice; once because the bolts that held it down were smashed (the wire hawser must have pretty well pulled it off its seat), and again because the hull beneath it leaked on pressure. She went down to make sure of it. But she drilled and tapped and adjusted, till in a short time the gun worked again and killed steamers as should. Meanwhile, the whole boat leaked. All the plates under the gun position forward leaked; she leaked aft through damaged hydroplane guards, and on her way home they had to keep the water down by hand pumps while she was through the nets. Where she did not leak outside she leaked internally, tank leaking into tank so that the petrol got into the main fresh water supply and the men had to be put on allowance. The last pint was served out when she was in the narrowest part of the narrows, a place where one's mouth may well go dry of a sudden.

Here for the moment records end. I have been at some pains not to pick and choose among them. So far from doctoring or heightening any of the incidents, I have rather understated them; but I hope I have made it clear that through all the haste and fury of these multiplied actions, when life and death and destruction turned on the twitch of a finger, not one life of any non-combatant was wittingly taken. They were carefully picked up or picked out, taken below, transferred to boats, and dispatched or personally conducted in the intervals of business to the safe unexploding beach. Sometimes they part from their chaperones with many expressions of good will, at others they seem greedy, relieved and rather surprised at not being knocked on the head after the custom of their Allies. But the boats with a hundred things on their minds no more take credit for their humanity than their commanders explain the facts for which they won their respective decorations.

DAIRY FARM NEWS.



DON'T WORRY!

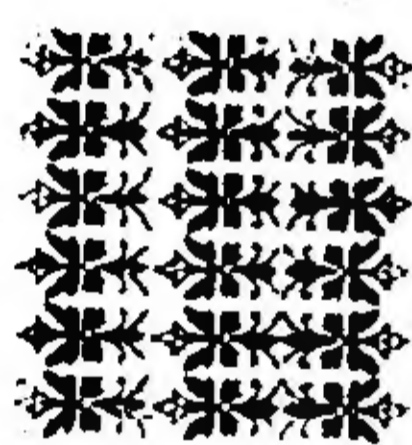


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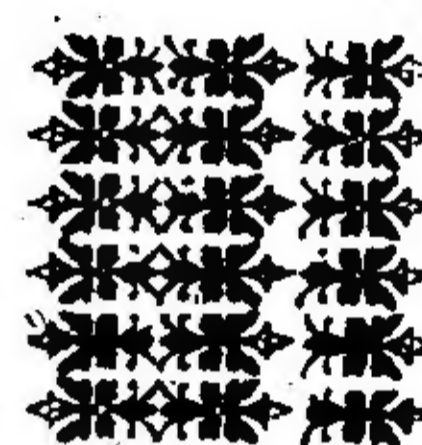
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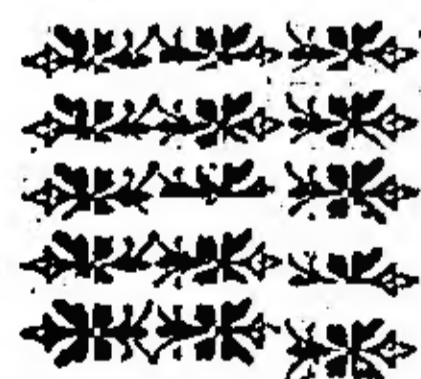
SUPPLY SUITABLE PROVISIONS FOR YOUR TABLE.



CORNERED BEEF.
CORNERED PORK.
SAUSAGES ALL KINDS.
PRESSED BEEF
COOKED HAM
PORK PIES &c. &c.



ALWAYS ON HAND.



RABBITS, HARES, FILLET HADDOCK,
KIPPERS, SMOKED HAM, BACON,
FRESH AND AUSTRALIAN BEEF,
MUTTON AND LAMB.



THE DAIRY FARM CO., LTD.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS; SA.—SALES; B.—BUYERS; N.—NOMINAL.

To-day's Closing Price	STOCK	Number of Shares	Par Value	Paid Up	1915. Highest	1915. Lowest	1916. Highest	1916. Lowest	Last Dividend and Date
Banks.									
n. \$770	H.K. & S'hai Banking Corp.	120,000	\$125	all	845	Sept.	785	May	820 725
n. \$395	Marine Insurance.	10,000	\$250	50	427	Sept.	340	Jan.	426 380
n. \$155	North China Ins. Co., Ltd.	10,000	\$15	£5	180	April	145	Jan.	180 162
n. \$920	Union Ins. S'ty of C'lon, Ltd.	12,000	\$250	100	972	Aug.	760	Jan.	\$1005 880
n. ex 73 \$260	Yangtze Ins. Assoc. Ltd.	12,000	\$100	60	180	Dec.	200	Jan.	300 240
b. \$154	Fire Insurance.	20,000	\$100	20	163	Aug.	127	April	168 152
sa. \$385	H'kong Fire Ins. Co., Ltd.	8,000	\$250	50	420	Sept.	385	Jan.	420 367
Shipping.									
n. \$136	Douglas Steamship Co., Ltd.	20,000	\$50	all	104	Dec.	28	Mar.	137 106
b. \$22	H'kong, C. & M.S.S. Co., Ltd.	80,000	\$15	all	23	May	19	Dec.	24 17
sa. \$132	Indo-China (Combined Steam Naviga- tion Co., Ltd.) Preferred	60,000	\$5	all	117	Dec.	80	Dec.	140 110
b. \$48		60,000	\$5	all	69	Oct.	54	Aug.	55 45
n. 109	Shell T'port & T'ing Co., Ltd.	3,797,610	£1	all	94	June	75	Jan.	109 86
n. \$35	Star Ferry Company, Ltd.	40,000	\$10	all	93	Oct.	23	July	41 35
Refineries.									
n. \$113	China S. Refining Co., Ltd.	20,000	\$100	all	134	Sept.	80	Jan.	146 100
sa. \$40	Malabon S. Refining Co., Ltd.	7,000	\$100	all	161	Aug.	131	Jan.	44 28
Mining.									
sa. \$31	Kailan Mining Admin'ion.	1,000,000	£1	all	35	April	30	Dec.	36 26
b. \$250	Raub Australian Gold Mining Co., Ltd.	200,000	£1	all	440	Mar.	240	Jan.	335 170
b. \$30	Tronoh Mines Ltd.	180,000	£1	all	25	Dec.	32	Mar.	42 30
n. 35/6	Ural Caspians	786,666	£1	all	43	April	25	Jan.	38 31
Docks, Wharves, Godowns, &c.									
sa. \$82	H'kong & K.W. & G. Co., Ltd.	60,000	\$50	all	82	Oct.	65	April	84 71
b. \$127	H.K. & W. D. Co. Ltd.	60,000	\$50	all	93	Oct.	56	Mar.	130 78
sa. x. d. t. 69	Shai Dock & Eng. Co., Ltd.	35,700	£100	all	63	Sept.	4	July	85 59
n. t. 83	Shai & H'kew W. Co., Ltd.	36,000	£100	all	100	Dec.	8	April	93 81
Lands, Hotels and Buildings.									
n. \$118	H'kong Hotel Co., Ltd.	20,000	\$50	all	124	Feb.	108	Dec.	118 107
sa. \$100	Raub Land Investment Co.	50,000	\$100	all	114	Jan.	103	Dec.	103 100
n. \$675	H'phreys Estate & F. Co., Ltd.	150,000	\$10	all	74	Jan.	6	July	710 640
n. \$38	K'loon Land & B'ing Co., Ltd.	6,000	\$50	30	44	Jan.	40	Sept.	38 37
sa. x. d. t. 94	Shanghai Lands	25,000	£50	all	57	Mar.	107	Dec.	107 90
n. x. d. 188	West Point Building Co., Ltd.	12,500	\$50	all	68	Mar.	77	Dec.	90 77
b. \$98	H'kong Central Estates, Cotton Mills.	10,000	\$100	all	103	Dec.	99	Jan.	103 97
b. £140	Ewo Cotton S. & W. Co., Ltd.	20,000	£50	all	180	July	117	Jan.	155 130
n. £134	Kung Yik	10,000	£10	all	161	July	111	Feb.	151 111
sa. £65	Laou Kung Mow	10,000	£100	all	90	Sept.	72	Jan.	71 63
b. £93	Shanghai Cottons	40,000	£50	all	100	May	77	Jan.	94 81
b. £5	Yangtzeopos	175,000	£5	all	61		63		61 5
Miscellaneous.									
sa. \$84	China Borneo Company, Ltd.	60,000	\$12	all	111	Apr.	94	May	1035 845
b. \$4.60	China Light, Power Co., Ltd. (Spec. shares)	50,000	\$5	all	3.65	Mar.	4.95	Oct.	4.30 4.30
sa. \$8.70	China Prov. L. & M. Co., Ltd.	125,000	\$10	all	71	Jan.	10.15	Oct.	10.10 8.40
b. \$40.4	Dairy Farm Company, Ltd.	40,000	£7	6	35	Jan.	29	Dec.	41 29
sa. \$9.75	Green Island Cement Co., Ltd.	400,000	\$10	all	11.20	Oct.	5.20	Jan.	10.70 8.65
b. \$50.1	Hongkong Electric Co., Ltd.	60,000	\$10	all	45	Oct.	36	Feb.	50 43
n. \$160	Hongkong Ice Co., Ltd.	6,500	\$25	all	190	Dec.	183	Oct.	190 160
b. \$34	Hongkong Rope Mfg. Co., Ltd.	60,000	\$10	all	34	Dec.	25	Jan.	41 30
sa. \$7.00	Hongkong Tramway Co., Ltd.	325,000	5/-	all	6	Oct.	5	Apr.	7.10 5.4
sa. t. 26 3/4	Langkats	250,000	£10	all	43 1/2	May	35	Mar.	40 25
b. \$34	Peak Tramway Co., Ltd. (Old)	25,000	\$10	all	10 1/2	Mar.	9.30	June	10.25 9 1/2
b. 30 cts.	Do (New)	50,000	\$10	all	1.00	Mar.	80 cts.	Aug.	85 60 cts.
n. \$33	Steam Laundry Co., Ltd.	20,000	\$5	all	425	Jan.	3	Aug.	3.80 3 1/2
b. \$15 1/2	Union Water-boat Co., Ltd.	27,723	\$10	all	18	Jan.	16	Dec.	16 14
b. \$6.50	Watson and Co., Ltd.	90,000	\$10	all	7.10	Mar.	6.50	Oct.	7.70 6
b. \$6.85	William Powell, Limited	11,000	\$7	all	6.90	Aug.	6	Dec.	7 1/2
b. \$29	S. C. Morning Post	6,000	\$25	all	28		28		29 28

According to latest advices from the North, the Cotton Market is distinctly improving. Shanghai Cottons are in demand at Tls. 93 1/2; Erwa at Tls. 140 and Kung-yik at Tls. 134.

The following is the cash business reported:

29th July.—Bar Silver 30 5/16; T. T. 2/1; China Fires \$154; Hongkong Fires \$390; Steamboats \$211; Shells 109 1/2; Malabon \$40; Dairies \$40; Cements \$10.10; Hongkong Trams \$8.90.

31st July.—Bar Silver 30 1/2; Banks \$775; Cantons \$395; Unions \$925; Steamboats \$211; Deferred Indos \$153; Shells 109 1/2; Sugars \$115; Kailans 31 1/2; China Lights \$4.60; Dairies \$40; Electric \$50; Hongkong Trams \$8.90.

1st August.—Bar Silver 30 9/16; T. T. 2/1; Unions \$925; Douglas \$137 1/2; Deferred Indos \$153; Sugars \$115; Malabon \$40; Shanghai Docks Tls. 70 x.d.; China Lights \$4.60; China Providence \$8.70.

2nd August.—Bar Silver 30 1/2; T. T. 2/1; Banks \$774; Malabon \$40; Langkats Tls. 27; Docks \$126; Erwa Tls. 140; China Providence \$8.70; Ropes \$33 1/2; Hongkong Trams \$8.90.

3rd August.—Bar Silver 30 1/2; T. T. 2/1; Hongkong Fires \$395; Steamboats \$221; Deferred Indos \$153; Langkats Tls. 27; Docks \$126; Shanghai Docks Tls. 68 x.d.; Hongkong Trams \$7.00.

4th August.—Bar Silver 30 7/8; T. T. 2/1; Hongkong Fires \$385; Steamboats \$22; Deferred Indos \$152; Kailans 31 1/2; Langkats Tls. 26 1/2; Wharves \$32 1/2; Shanghai Docks Tls. 69; Central Estates \$100; Hongkong Lands \$100; China Providence \$8.70; Cements \$9; Hongkong Trams \$8.95 and \$7.00.

Companies' Notices. Meetings, Etc.

Hongkong & Shanghai Banking Corporation, notices that an interim dividend of £2.30 per share, subject to deduction of Income Tax at the rate of 2 1/4 per dollar, and will be payable on and after Monday the 14th of August, 1916. The Share Register will be closed from the 31st July to 12th August both days inclusive.

Hongkong Tramway Co., Ltd., notices the declaration of an interim dividend of 7% for the half year ending 30th June, 1916, payable on and after the 13th September 1916, to Shareholders on the Register on the 31st July at exchange of 2 1/4 per dollar.

Indo-China Steam Navigation Co., Ltd., notices that an interim dividend of 3% (3/4) on Preferred and 10% (10/4) on Deferred shares at exchange 2 1/4 per dollar, free of Income Tax for Shareholders on the Colonial Register, will be payable on and after the 11th August. The transfer books will be closed from the 3rd to the 10th August 1916, both days inclusive.

The Hongkong Hotel Co., Ltd.—The Ordinary Half-Yearly Meeting of Shareholders will be held at the Company's Hotel on Saturday, the 12th August, 1916, at noon. The Transfer Books of the Company will be closed from 4th to 12th August, 1916, both days inclusive.

7% p.a. for 1/2 year ending 30/6/16, at exch. 2 1/4 13.9 1/2. (c. 16 7/8) payable 13.9 1/2. Tls. 1 for 1915.

70 cts. on fully paid shares and 7 cts. on 1/2 paid shares for year ending 30.4.16

25 cts. for year ending 31.5.16

\$1.00, per share for year ending 31.12.1915

70 cts. for 1915

50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14

\$2 for 1915

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